

vol. 21 no. 3 (83)  
October 1997

# small air forces observer

US \$4.00



Hungary's Sliver Arrow: W.M.23 (Part 1)  
Allied RF-84F (Part 1) The Netherlands  
Three Mexican Aircraft  
The Soviets in China  
Romanian Hurricanes  
Brazilian Widgeon  
Fratricide

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# SMALL AIR FORCES OBSERVER

## The Newsletter of the Small Air Forces Clearing House

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**SAFO EDITORIAL POLICY:** The purpose of the SAFCH is to "promote interest in the history and modeling of the aircraft of the smaller countries". In support of this goal, the SAFCH encourages international cooperation in researching aviation history, both military and civil, from all periods of time, and for all the smaller countries. In return for this support, members are asked to submit occasional progress reports for publication in the SAFO. While the final results should appear in the most prestigious publication possible, it is requested that the SAFCH be mentioned (with address) in the article and that SAFO be afforded the opportunity of reprinting the material. Article published in SAFO can be reprinted provided permission of the author is obtained and the SAFO is identified in the reprint.

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**SAFO CATCHES UP WITH TECHNOLOGY:** Thanks to the generosity of member Mario Bartoli, we now have our own web site. Check us out at: <http://www.bartoli.com/safo/>. It's pretty minimum now, but as I get more adept at sending files over internet we hope to add articles, drawings, and color photos. Mario wants to add "links" to all web pages maintained by SAFCH members. If you have a web page, send the information to Mario at his e-mail address listed on our page. Mario has also volunteered to make a directory of e-mail addresses of members. This directory will be available on our web page.

**TECHNOLOGY CATCHES UP WITH SAFO?:** The number of web pages with information of interest to SAFO readers seems to be growing

exponentially. The information, received a few days ago, that IPMS-Uruguay has a web page set me to thinking about the future of the SAFCH. If enthusiasts from around the world can get information directly from IPMS-Uruguay, or any of a hundred other sources of small-air-force information, what is the value of the "Clearing House" in SAFCH? Doesn't the web become the "Clearing House"? If you can find information on, say, Romanian Hurricanes on the web, why publish the SAFO? Maybe a SAFCH web page with links to all the other web pages is all that is needed? Your comments on the future of the SAFCH would be appreciated.

**COVER COMMENTS:** With this issue, we introduce a new "department". Over the years, I've received quite a number of photographs that were very interesting but were not accompanied by text and/or drawings. These were gathered dust in the editorial office until I finally awoke to the obvious: Run a page of "Photos from the Members". The rules are simple: Send in 4, 6, or 8 photos (add one more if you think it would make a terrific cover) of any small-air-force theme. Please provide as much information as possible including where, when, and by whom the photo was taken, unit, color scheme (if b&w photo), etc. Be sure to put your name on the back of the photo and whether you want them returned. This issue we begins with two such presentations

The front and back covers feature photos of the Portuguese AF submitted by Carlos Oliveira: On the front cover is a Fiat G.91R/3 at Beja AB on 26 May 1996. On the back cover: (a) FTB 337 of Esquadilha 505, (b) Piper Cub, Tiger Moth, & Texan at the Museu do Ar, (c) C-212 Aviocar of Esquadras 401/502, (d) Fiat G.91R/3 (ex Esq 301) at Museu do Ar in last-flight scheme, (e) Texan, and (f) Fiat G-91, Neptune, & Dakota. On the inside back cover are photos of Kuwaiti a/c submitted by Vince Gostkowski: (a) Hawker Hunter, (b) EE Lightning '416', (c) Whirlwind, (d) DC-9-80 'KAF26', (e) Mirage F-1C-K which was totaled when the gear collapsed, (f) F-18 Hornet 'KAF425' at Ahamed Al-Jaber Base.

### -wants&disposals-wants&disposals-wants&disposals-wants&disposals-wants&disposals-wants&disposals-

"I am looking for information and photos of German pilots Willi Stoer and Ernst Udet; especially Willi Stoer in Japan and aircraft built by Udet-Flugzeugbau worldwide."

Olaf Bichel (SAFCH #1475), Herbststrasse 19, D-85737 Ismaning, Germany. [Editor's note: Can anyone do an article on Udet a/c in the small air forces?]

"I would like to obtain technical material and photos of the Argentine fighter Pulqui development of the Focke Wulf Ta-183. I am also interested in photos of USSR combat planes in WWII of various types and camouflage. We have released a 1/72-scale resin kit of the VL Pyry. The price is 20 USD plus shipping."

Bradic Srecko (SAFCH #1457), P.F. 39, 37000 Krusevac, Serbia.

"I am looking for the following kits: Contrail Zepelin Staacken; ESCI Tu-22 Blinder; Esoteric Martin AM-1/1-Q Mauler; Leoman Su-7, 9, 11, 17, 20, 22 & Mi-6."

Bernard Boucher (SAFCH #1352), 43 Commerciale, St-Boniface, Quebec, 6OX 2LO Canada.

**"WANTED:** Information and photographs of North American F-86 Sabre variants operating with foreign air forces for book on USAF and international aerobatic teams both 'official' and 'unofficial' that flew the F-86. Especially the following countries: Bangladesh, Burma, Ethiopia, Iran, Iraq, Pakistan, Peru, Saudi Arabia, Sudan and Tunisia."

Michael A. Fox (SAFCH #1499), PO Box 640, Troy, MI 48099, USA. Telephone: 248-435-5375. E-mail: [mafx@Troy.Findlay-Industries.com](mailto:mafx@Troy.Findlay-Industries.com).

"I am working on an article about the foreign use of the Dornier Do 17. Does anyone have information on the sole Dornier 17 flown in Switzerland? Or, about the use of the ex-Croatian Do 17 in Yugoslavia, or the exact number of Do 17s in service with the Bulgarian, Croatian, and Soviet air forces? Also, any specific information on the Do 17s captured by US troops would be welcome."

Denes Bernad (SAFCH #1315), 625 Roselawn Ave. #501, Toronto, Ontario, M5N 1K7, Canada.

"I need 1/72-scale drawings of the SIAI-Marchetti S.211 and MiG-3. I also need photo-copies of the instruction sheets for the Carpena Decals CA72-17 and CA72-18. Will pay costs of copying and postage. Also wanted is the book 'Mohawks over Burma' by G.. Beauchamp."

Mike Mirkovic (SAFCH #465), 4/3 Burt Way, East Perth, WA 6004, Australia.

## AUSTRIA

**OFH NACHRICHTEN** (Oesterreichische Flugzug Historiker, Felberstrasse 104/7, A-1150 Wien. Write for free sample.)

2/97 (32 pages) "Hohenfluge" 5 pages including 5 photos (Breda 28, Udet, & Do 17Z). "Die Pink Story: Teil 1" 10 pages including 5 photos of Austrian Skyvan. "Cessna 172" 2 pages including one photo and 1/72 scale drawings of Austrian AF a/c. "Die seltenen Jet-Spahrer" 6 pages including 2 side-view drawings of Me-262.

## CANADA

**RANDOM THOUGHTS** (IPMS Canada, Box 626, Stn. B, Ottawa, Ontario K1P 5R7; 6 issues for US \$24.00 in US \$26.00 elsewhere).

25/2 (24 pages) "Canadian Search and Rescue Aircraft" 4 pages including 4 photos. "CH-113 Labrador/Voyageur" 10 pages including 6 photos and 12 side-view drawings. "ESCI 1/72 Scale CF-104 Starfighter" 2-page including 3 photos of completed model. [Editor's note: A practical guide to model building. I've made a Xerox copy to consult when I start my next model.]

## CZECH REPUBLIC

**ZLINEK** (Jaromir Stepan, P.S. 8, 763 14 Zlin 12). Text in English.

No.1 Vol.IV (40 pages) "Supermarine Spitfire Mk.VB". [Editor's note: See review in "books" section.]

**ZLINEK JUNIOR** (Jaromir Stepan, P.S. 8, 763 14 Zlin 12). Text in Czech.

6/96 (16 pages) "Jakovlev UT-2 pro modelare" 5 pages including one photo and 4 pages of 1/58-scale drawings. "Curtiss P-40 v SSSR" 2 pages including one photo.

**AERO PLASTIC KITS REVUE** (Vydavatelství Model Hobby Press, ul. 1. máje 11, 709 00 Ostrava-Mar. Hory, Czech Republic. 6 issues \$33 surface or \$45 air.)

#45 (76 pages) "SIAI-Marchetti SF-260" 5 pages including 19 photos (Belgium, Italy, Ireland, Philippines, Brunei, & Tunisia). "Vojenske letectvo Malajske federace 1950 az 1995" 7 pages including 8 photos (F-5E, A-4PTM, HU-16B, PC-7A, MB.339, Cessna 402B, F-28C/100, & C-130H), and 11 color side-view drawings (F-5E, RF-5E, F-5B, A-4PTM, TA-4PTM, Alouette III, S-61A/4, MB.339A, Hawk 108 & 208, and MiG-29). "Vyznamenat in memoriam" 5 pages including 7 photos, victory list, and 3-view drawing of a/c flown by Soviet woman ace L.V. Litvak. "Gloster Meteor" (2. cast) 18 pages including 10+ photos and 4 pages of 1/72-scale drawings (T7, F8, FR9, & PR10). "Zachytny stihak I-320" 6 pages including 8 photos and scale 3-view drawing. "Kid Ralph K. Hofer" 4 pages including 4 photos and 2 color side/plan-view drawings (P-47C & P-41B). "Ceskoslovenske 'namorni letectvo'" 3 pages including 8 photos (S-16, A-29, S-328, & FFG 227).

#46 (76 pages) "Vojenske letectvo Indonesie: 1.cast" 7 pages including 8 photos (SA-16B, K5Y1, P-51D, Ki-43, Fuji T-3, MiG-17, Tu-16, & AT-6) and 15 color side-view drawings (K5Y1, B-26B, Ki-79b, B-25J, L-4H, NU-90, Mi-4, T-6G, BT-13A, An12BP, T-34B, Gannet, UH-1B, HU-16B, & Tu-16KS-1). "Gloster Meteor: 3.cast" 11 pages including 21 photos, 3 pages of 1/72-scale drawings (NF.11, NF.12, & NF.14), and 4 color side-view

drawings (one Israeli NF.13). "Hawker Hurricane trochu netradicne" 4 pages on modeling a Finnish Hurricane including 9 photos of model and a page of color drawings. "SIAI SF-260: 2.cast" 5 pages including 10 photos (Haiti, Turkey, Sri Lanka, Chad, & Somalia) and 1/72-scale 5-view drawing. "Suchoj Su-27PU, Su-30, Su-30M a Su-30MK" 8 pages including 10 photos and 2 pages of scale drawings. "Duane W. Beeson" 4 pages including 5 photos and 2 color side-view drawings (P-47D & P-51B). "Westland Whirlwind" 3 pages including 2 photos, 3-view drawings, and a page of color drawings. "Yakovlev Jak-38" 10 pages including 27 photos, 1/72-scale drawings of Jak-36 and -38, 5 color side-view drawings, and kit reviews. "Mitsubishi G4M Betty" 4 pages including 7 photos and 5 side-view drawings. "Esa mezivalecneho obdobi: 4.cast" 6 pages including list of Japanese and Soviet aces of the Nomonhan Incident and 8 color side-view drawings (BR.20, Ki-30, Ki-15, Ki-27, I-153, I-16, & SB-2).

## DENMARK

**NYT** (IPMS Denmark, c/o Bjorn Jensen, Rosenvaegets Alle 6, 2100 Kobenhavn 0; 4 issues for 90 Dkr surface, 100 Dkr airmail). Each issue includes a two-page English summary.

#75 (40 pages) "F-18A prototype til F/A-18A eller F/A-18C" 4 pages of sketches on converting the Hasegawa 1/32-scale kit. "P-63 i krigstjeneste under 2. verdenskrig" 3 pages on Kingcobra in Soviet service including 4 side-view drawings.

#76 (40 pages) "Byggeerfaring vedrorende S-55C" one page on converting the Airfix S-55 to a Danish version. "Mitsubishi Ki-46 II" one page on converting the LS III to a II. Photos: Swedish Puma and Lithuanian Mi-18 and L-39.

## ENGLAND

**IPMS MAGAZINE** (Ernie Lee, 51 Ball Road, Hillsborough, Sheffield, South Yorkshire S6 4LZ, 6 issues for £20.00 (US subscription agent: Wise Owl Publications, 4314 West 238th St., Torrance, CA 90505; since exchange fluctuates write Joe for current rates).

3/97 (40 pages) "Canberra B(1)8" 2 pages including drawings for correcting the Revell kit. "Making Display Cases" 3 pages. "Mitsubishi G4M1 Betty" 2 pages including one 3-view and 2 side-view drawings.

4/97 (40 pages) "The Gloster Meteor in WW2" 4 pages including 4 side-view drawings. "Douglas DC-2 Conversion in 1/72" 6 pages including sketches of modification and 8 side-view drawings (Chinese, Spanish, & Australian).

**PLASTIC KIT CONSTRUCTOR** (PAMAG (Publications) Ltd., 3 Lowfield Court, Old Forge Business Park, Sark Road, Heeley, Sheffield, S2 4HG; 4 issues £18.00. In USA/Canada order from J.J. Daileida, 4314 West 238th St., Torrance, CA 90505; since exchange rates fluctuate write Joe for current rates).

Vol.14 No.3 #50 Summer 1997 (36 pages plus 10 page insert) "Dynavector 1/48th Scale Supermarine Scimitar" 6 pages including 16 photos of the model. "Wessex HC.2: Gone but not Forgotten" 3 pages including 7 photos. "Memoirs of an Ancient Aeromodeler" 2 pages. "Fw 190 V19" 1-page 4-view drawings by Justo Miranda reprinted from "Reichdreams Dossier No.14". "Bronco" 6-page history and kit survey of OV-10 including 9 photos of models, 3-view drawing, and sketches of interior

and exterior details. "The Fokker F.VIIb.3m Southern Cross" 3 pages including history, drawings, and a review to the Novo kit. Many kit review including MPM Glen, Huma Bu-180 Student, Hit-Kit Balilla, USK Ro-43 & RS-14, and Joystick MS P & Phonix DI/DII. The insert is a reproduction of the very first issue of PKC which includes a review of Jaguar kits, "Airlines at War" 2 pages on airliners in the Spanish Civil War including 8 side-view drawings. "An-12" modeling the 1/100-scale VEB kit including 3 side-view drawings (Indian, Polish, and Indonesian).

**SMALL SCALE AVIATOR** (Delta Aviation Publishing, 38 Hawksley Avenue, Hillsborough, Sheffield S6 2BE, South Yorkshire, England. Subscription £16.60 UK, £18.50 Europe, £26.50 rest of world. Payment by Sterling cheques or credit card to Athena Books, 34 Imperial Crescent, Town Moor, Doncaster DN2 5BU, South Yorkshire.) Vol 1, No 4 Spring 1997 (36 pages) "Iberian War Furies" 4 pages on converting the Matchbox Fury to Spanish Furies including a page of drawings by Justo Miranda. "Helldivers over Samoa" 3 pages on building the Heller kit in the markings of VMO-161 including sketches of the interior. "Focke Wulf Fw 190 V19" one page with 4-view drawing of swept-wing 190. "Victor B.2 Bomber" 7 pages on converting the Matchbox kit including 2 pages of sketches. "Sopwith's Super 1 1/2 Strutter" 2-pages review of the Flight Assembly kit including 4 photos of museum a/c. Ten pages of kit reviews.

**QUARTER SCALE MODELLER** (QSM, Athena Books, 34 Imperial Crescent, Town Moor, Doncaster, South Yorkshire DN2 5BU, England. Subscription: £20.00 Europe, £26.00 Rest of World.) Vol.2 No.3 August 1997 (44 pages) "Mixed-Up Meteor" 4-page review of Tamiya kit including 6 photos of model. "Italy's Unwanted Fighter" 2-page review of Smer kit of the Re-2000 including 5 photos of model. "Causing more Havoc" 3-page analysis of olive drab on RAF a/c including 2 side-view drawings (Dakota & Mitchell). "Sea Vixen" 4-page review of Dynavector kit including 4 photos of model. "Butcher Bird" 9 pages on building 3 different mid-series Fw 190s including 7 photos of models, 3 side-view drawings, sketches of modeling details, and 2 pages of outstanding drawings of details of the prototype. "Unsung Heros: Part 1" 5 pages including 8 photos of the pilot, Peter Wass, and his a/c (Spitfire Vb, Mustang III, & Mustang IV) and 7 photos of models.

**SWEDISH AIRFORCE SIG** (Ted Burnett, 19 Tintagel Close, Parkside Grange, Cramlington, Northumberland, England NE23 0NZ. Subscription £3.00 UK, £5.00 Europe, \$15.00 USA).

#24 July 1997 (45 pages) "SAAB SK 35C Draken Two-Seat Trainer" 6 pages including 3 side-view drawings. "Fairchild 24" 2 pages including side-view drawing of a/c in Swedish AF markings. "Sk 16A in Winter Camouflage" one page with 2-view drawing of Swedish Texan. "The RAAB Katzenstein Tigerschwalbe Sk 10 Trainer" 3 page history including a table of individual a/c history. "The Arado Ar-196 in Sweden" 3 pages including drawings of 'SE-AOU'. "DH 89a Dragon Rapide in Sweden" one page including drawings of 'SE-APH'. "Improving the Italeri Do-24" 5 pages including a page of sketches and 2 pages of multi-view drawings of the Swedish Tp 24. "The Fairey Rotodyne TP 57 Viking in Swedish Service" 3 pages including 2-view drawing. [Editor's note: A tongue-in-article con-



coated by Ted while snowbound in Scotland. Great fun, but I hope nobody takes it seriously.]

## FINLAND

**IPMS-MALLARI** (IPMS Finland, PL 798, 00101 Helsinki 10; 6 issues \$20.00, no check accepted due to the high redemption costs).

#119 3/1997 (20 pages) Nothing of small-air-force interest.

## FRANCE

**Air Zone, Le Nouveau Mensuel de l'Air!** (Air Zone, BP n.49, 28210 Nogent-le-Roi, France. A one-year subscription for 9 regular issues and two special issues is 405FF. Payment preferably by check drawn in FRF on a French bank, by draft or postal giro.) Each issue contains book and kit reviews and a one-page summary in English.

#16 (52 pages) "Turk Donanma Havacilik" 10 pages on Turkish Naval Aviation including 15 photos (S-2E, AB.204, Trinidad, AB.212, Maule MX-7, & AB.206) and table of individual a/c. "Moutarde et gruyere" 2 pages on visiting Swiss Hornets including 6 photos. "Plein soleil sur ODAX 97" 9 pages including 16 photos of French Mirages and 7 photos of Moroccan Mirages. "Avanti AMX" 7 pages including 13 photos of Italian a/c. "Air Album" 6 photos of Italian G.91 & F-104. "La Force Aerienne Belge a eu 50 ans" 6 pages including table of a/c used and 11 photos (Spitfire, Meteor, Hunter, F-84E, F-84F, SV-4B, C-119G, RF-84F, T-33A, S-58C, & C-47B).

#17 (52 pages) "Le Ju 88G du lac Balaton" 5 pages including 13 photos of a/c recovered from Hungarian lake. "Une aviation sans avions" 4 pages including 5 photos (MiG-21, MiG-15UTI, & SN.601 Corvette), map, and insignia of the Congo Republic. "Derniers appontages sur le Clemenceau" 8 pages including 24 photos. "Dans les coulisses du Bourget" 5 pages including 14 photos (Romanian MiG-21 & C-130B; Croatian Jet-Ranger; & Spanish Eurofighter). "Avanti AMX" 6 pages including 9 photos of Italian AMXs. "La Force Aerienne Belge a eu 50 ans" 6 pages including 9 photos (F-16, Fouga, Alpha Jet, SF.260, F-104, Mirage 5, Sea King, & C-130H).

**JETS: Toute l'Aeronautique Moderne** (39 rue A. Briand, 62200 Boulogne Sur Mer, France. 420F for 12 issues).

#19 juillet 1997 (52 pages) "Swiss F/A-18D" including 4 photos. "La BA 709" 7 pages including 13 photos of FAF Epsilon. "Aerospatiale Epsilon" 4 pages including 6 photos and a 5-view 1/72-scale drawing. "Apaches & Hinds" 4 pages including 11 photos (Dutch CH-47, Fokker 50 & 60 in Poland). "Dans le Nid des Gripen" 5 pages including 13 photos (Gripen, C-130, & SAAB S100B). "Le Groupe de Transport des VIP de la Force Aerienne Venezuelienne" 3 pages including 5 photos (Learjet, Gulfstream, Citation, & Bell 214). "Manoeuvres Aeronavales en Mediterranee" 9 pages including 22 photos (mostly USN, but also Spanish F-18A, Mirage F1, AV-8B, RF-4C, & SH-3A(AEW)). "L'Aviation Navale Argentine" 9 pages including 24 photos (Xavante, Tubo Tracker, T-34C, Super King Air, Super Entendard, Sea King, Lockheed L-188MR, Fokker F.28, Fennec, Alouette III, Turbo Porter, Skyhawk, & Kaydet).

#20 Aout 1997 (52 pages) "Salon du Bourget 97" 6 pages including 15 photos. "MiG 21 Lancer" 2 pages including 4 photos of Romanian 21s. "ODAX 97" 8 pages including 22 photos. "British Aerospace Hawk" 12 pages including 22 photos (Finland, Kenya, Zimbabwe, Korea, Indonesia, Switzerland,

Kuwait, Dubai, Saudi Arabia, Abu Dhabi, Oman, & Malaysia), a 2-page cutaway drawing, 1/72-scale 5-view drawing, and a list of air forces using the Hawk. "Le Naval Air Training Command" 8 pages including 21 photos. "Le Hunter au Chili" 8 pages including 24 photos.

#21 Septembre 1997 (52 pages) "L'EC 3/5" 6 pages including 9 photos of French Mirage 2000 & F.1. "Aviation Militaire en Lettonie" 6 pages including 16 photos (Mi-2, L-410, An-2, & PZL-104). "Les 50 Ans de l'USAF" 6 pages including 19 photos. "La Luftwaffe Dit Adieu a l'Alpha Jet" 7 pages including 13 photos. "Le Hunter au Chili" 7 pages including 14 photos and 2 color side-view drawings. "Le Commandement Aerien des Canaries" 11 pages including 35 photos (C-212, Mirage F.1, Fokker F-27, & Super Puma).

**AVIONS: Toute l'Aeronautique et son Histoire** (39 rue A. Briand, 62200 Boulogne Sur Mer, France. 420F for 12 issues).

#52 Juillet 1997 (52 pages) "Les 'Retros' du Mois" one page with 2 photos of Caudron C.660 & C.461. "Combat sur la Beauce" (1ere partie) 2 pages including 7 photos of Luftwaffe Me-110. "Aviateur d'Observation en 14/18" 6 pages including 23 photos. "Au GC III/3 en 1939-1940" 5 pages including 15 photos (MS-406 & D.520). "Le Vought SB2U Vindicator" (1ere partie) 8 pages including 19 photos and a 2-page cutaway drawing. "Les Premiers Chasseurs d'Emile Dewoitine" (Seme partie) 9 pages including 19 photos (mostly Swiss), 3 color side-view drawings (Swiss & Belgian), and a 2-page multi-view, 1/72-scale drawings of the D.27. "L'Aviation Navale Bulgare" 5 pages including 19 photos (Curtiss Triad, FF-33, Avro 552, Macchi M.8, He-42, He-60, Ar-196, Letov S-328, Ka-25, & Mi-14). "Le Loire-Nieuport LN 411: Maquette Replica au 1/72eme" 3 pages including 10 photos of the model.

#53 Aout 1997 (52 pages) "The Starck Strikes Back" 4 pages with 17 photos. "Le Vought SB2U Vindicator" (2eme partie) 5 pages including 16 photos. "Combat sur la Beauce" 2 pages including 7 photos. "Aviateur d'Observation en 14/18" (3eme partie) 6 pages including 21 photos. "Le Koolhoven FK 48" (1ere partie) 9 pages including 21 photos, color cover painting, and a 2-page cutaway drawing. "L'Hydravion Ecole SIM-XII-H" 5 pages including 4 photos, 2 color side-view drawings, and a 1/72-scale 6-view drawing. "Les Premiers Chasseurs d'Emile Dewoitine" (6eme partie) 7 pages including 21 photos (mostly Swiss). "Le Fieseler Fi 167 A-0 de Pavla Models au 1/72e" 3 pages including 9 photos of model.

#54 Aout 1997 (52 pages) "Retros du Mois" one page with 2 photos of Salmson D 6. "Le Koolhoven FK 58" (2eme partie) 10 pages including 32 photos and 3 color side-view drawings (French and Dutch). "Les Dornier Do 17K Yougoslaves" (1ere partie) 7 pages including 7 photos, color cover painting, and 3 pages of 1/72-scale drawings. "Les Premiers Chasseurs d'Emile Dewoitine" 9 pages including 23 photos (mostly Swiss D.27). "14/18: Etienne Tsu: Un Chinois sous les Cocardes" 3 pages including 3 photos. "Le Vought SB2U Vindicator" (3eme partie) 6 pages including 17 photos and 2 color side-view drawings of a/c in French service. "Breguet 521 Bizerte de Eurovac au 1/72e" 3 pages including 8 photos of an absolutely fabulous model.

## ITALY

**IL NOTIZIARIO** (IPMS Italy, CP 182, 41100 Modena Ferrovia; one year 50,000 Italian Lira in Europe or US \$50.00 overseas).

1-1997 (32 pages) "Baracca's Spad XIII" 7 pages

including 5 photos and one plan-view and 3 side-view drawings. "Junkers F13" 4 pages including one photo 'I-BBCA' and sketches of interior and 2-view drawing of ambulance version. "Aermacchi MB 336C" 2 pages including one photos and side-view drawings of trainer with Starfighter nose.

## ITALY

**JP-4** (JP-4, CP 1550, 50100 Firenze; L 27.000 Europe, L 30.000 elsewhere).

#6 Giugno 1997 (100 pages) Color photos: Hong Kong Beech King Air 'VR-HZM', Kuwaiti MD-83, Jordanian C-130H, Albanian Mi-4, and Czech An-30 '1107'. "Deliberate Guard a Ghedi" 3 pages including 6 photos (Turkish F-16). "Eurocopter in Giordania" 3 pages including 5 photos of Bo-105 of the Jordanian Police Air Wing. "2o Stormo" 4 pages including 4 photos and 2 color side-view drawings (G.91R & AMX). "170 Anni di Antonov" 6 pages including 13 photos. "Ricordi di un Pilota Antisom" 6 pages including 13 photos of Italian Trackers.

#7 Luglio 1997 (100 pages) Photos: Greek F-16C. "Heil Ha'Avir: Tecnica e Praticita" 6 pages including 12 photos (F-15, F-16, & F-4). "15° Stormo" 4 pages including 5 photos and 2 color side-view drawings (Albatross & HH-3F). "Tucano per la RAF" 4 pages including 8 photos (Paraguay, Peru, & Colombia). "Explorer in Belgio" 4 pages on the Belgian Gendarmes including 8 photos (MD-900 BN Islander, & Alouette II). "Aves in Albania" one page including 4 photos of FMP-marked Italian helicopters (A.129, AB.412, A.109, & CH-47).

## NETHERLANDS

**MODELBOUW IN PLASTIC** (IPMS-Nederland, PO Box 40082, NL-8016 DB Zwolle). Now with English captions and summary.

2/97 (32 pages) "CH-47D van de KLu" 3 pages with 14 photos of details.

## PARAGUAY

**MODELO TERAPIA** (Antonio Luis Sapienza, PO Box 2721, Asuncion, Paraguay. Quarterly. \$3.50 each via air mail).

Junio 1997 (12 pages) "Los Gipsy Moth en Paraguay" 2 page including a 3-view drawing. "Los Mentor Especiales en Argentina" 3 pages including 3 side-view drawings. "Los Meteor F.8/TF.7 en Brasil" 2 pages including 4 side-view drawings. "Pilotos Mexicanos en la Real Fuerza Aerea Inglesa y Canadiense durante la Segunda Guerra Mundial" 3 pages including 3 side-view drawings. "Los IA-48 Pucara en Colombia" 2 pages including a 3-view drawing. [Editor's note: A marvelous magazine. This one issue could keep a modeler busy all year.]

## POLAND

**AEROPLAN** (Agencja Lotnicza "Altair, ul. Warecka 11/36, 00-034 Warszawa.)

1/97 (44 pages) "Seria X" 6 pages including 19 photos of US X-planes. "RWD-9 Rekonstrukcja" 5 pages including 5 photos and 5 technical drawings. "MiG-21 na Swiecie: czecz 5" 3 pages including 4 color photos (Slovakia, Croatia, Russia, & Germany), 2 b&w photos (Czech & Slovak), one color side-view drawing (Egypt), and 3 side-view drawings (Yugoslavia & Serbia). "Dziubek i inni" 11 pages on Mustangs flown by 315 (Polish) Squadron including a table of victories, 25 photos, one color 4-view drawing, and 5 color side-view drawings.

**FANATYK PLASTIKU** (ul. Slowackiego 2, 39-400

Tarnobrzeg, Poland.)

#16 (32 pages) "Kolorowy Starfighter" 6 pages including 6 side-view drawings (Japan, Germany, & Italy). "Malowanie Jak-9" 3 pages including 6 color side-view drawings and 7 side-view drawings (all Soviet). "Jak-17 z Plastik" 3 pages including 2 pages of sketches and 1/72-scale multi-view drawings. "Ta-152C" 4 pages including one page of sketches and 2 pages of scale drawings. "Plany Fw-189" 4 pages including 3 pages of 1/72-scale multi-view drawings. "Me-163" 2 pages with 10 photos of museum a/c.

#17 (32 pages) "Avia BH-33" 10 pages including 18 photos, 1/72-scale 6-view drawing, 7 tone side-view drawings (Polish), and 5 color side-view drawings (Czechoslovak & Polish). "PZL-23 Karas" 5 pages including 3 side-view drawings & 2 pages of sketches of details. "Kolorowy Starfighter" 2 pages with 4 multi-view drawings of Italian and Luftwaffe a/c. "Plany: Fw 189" 4 pages with 10 side-view drawings of variants.

## USA

**Chine Lines** (IPMS Seaplane SIG, c/o Bill Devins, 107 Troy Hills Rd., Whippany, NJ 07981. \$8.00 for 4 issues).

#12 **Winter 1996-97** (16 pages) "Spitfire on Floats" 6 pages of articles on history and modeling including one photo, one side-view drawing of camouflage pattern, 3 side-view drawings of variants, and reviews of kits and conversions. "Barkley-Grow Airliner" 2 pages including 1/100-scale 3-view drawing. "Fairchild 24-CSCS" 2 pages including 3 side-view drawings (civil & Swedish AF). "Lone Star Lohner" 3 page kit review includ-

ing 1/72-scale 3-view drawing.

#13 **Spring 1997** (16 pages) "Greenland Survey Tiger Moth" one page including 2-view drawing. "VL-Blackburn Ripon in Finnish Service" 2 pages including 3 side-view drawings. "Icelandic Coast Guard Catalina" 1/2 page including side-view drawing reprint on SAFO article. "Northrop N-3PB" one-page review of MPM kit including one side-view drawing. "Scandinavian Seaplanes" 6 pages of reviews of kits of the Heinkel monoplane seaplanes including 8 side-view drawings (Swedish & Latvian).

**WWI AERO** (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$30.00 USA or \$30 overseas).

#157 **Aug 1997** (148 pages) "Andrew Baird" 2 pages including 2 photos of first Scottish a/c. "Hof-far" 3 pages including 3 photos of early B.C. (Canada) hydroplane. "The 2d Duigan Aeroplane" 3 pages including 2 photos. "Breguet" 4-page Italian report on an early Breguet a/c including 5 photos. "History of the Albatroswerke" 8 pages. "A German Giant in Rumanian Hands" 7 pages including 19 photos of a Staaken R.XIV carrying Ukrainian trident insignia captured by the Romanians. "Carolina Aircraft Co." 3 pages including one photo. "Cockpits/Instruments" 7 pages on the NAF F.5L and 6 pages on the Roland C.IIa(Li). "Drawings" 3-view of REP, Closed Etrich Monoplane, Curtiss HA, & JN-4D. "Film" 8 pages on Japanese Farman Boxkite including 15 photos and 3 pages of drawings.

**SKYWAYS** (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$30.00 USA or \$30.00 overseas.).

#43 **Jul. 1997** (84 pages) "The Mystery of the Soviet Clipper" 16 pages including 17 photos, one map, and two 3-view drawings. "Menasco Aircraft Engines and their Air Racing Heritage" 13 pages including 20 photos. "Fokker in the United States: Part 1" 10 pages including 17 photos. "Details - Curtiss -1B Falcon" 8 pages including one photos of a/c, a 3-view drawings, and 12 photos of details. A Bellanca in Search of a Record" 4 pages including 7 photos (NR782W 'Abyssina' & CS-AAK w/ Portuguese AF insignia). "ID UNK" 4 pages including 8 photos and two 3-view drawings (Letov S-8, etc.)

**PRI-FLY** (IPMS Washington DC, c/o Carol Fleckenstein, 13816 Choptank Ct., Centerville, VA 22020; 4 issues \$8.00 for US, \$9.00 all others).

#94 (16 pages) "Junkers G.38" 3-page kit review including 5 photos. "MiG-9 Fargo" 2-page review of MPM kit. "Heller Mirage IV to Mirage IVP" 2-page conversion article. "Polikarpov I-16" one-page review of Hasegawa kit. "Detail Set for the Hasegawa Dauntless" one-page review. "Aircraft of the Aces: Urbanowicz's P-40M" one-page reprint of SAFO article.

**ESM 72** (Model-Aire International, PO Box 159, Olema, CA 94950. Quarterly. \$24.00 per volume. \$30.00 outside the USA.)

**Vol 2, No. 1, Spring 1997** (70 pages) "Aircraft Kit Listings K-M". "Vehicle Kit Listings K". "Vehicle Parts & Accessories Listings". "Updates" for aircraft; vehicles; ships & boats; rockets, missiles, & spacecraft; and artillery.

## Aerei and Aerei Modellismo 1996-1997 Roundup

This is the usual annual round-up of the Small Air Forces items appeared in the Italian magazines *Aerei* and *Aerei Modellismo* in the period May 1996 - July 1997. Those interested in obtaining back issues or subscription can contact the publisher: Delta Editrice C.P. 409 Borgo Regale, 21 43100 Parma ITALY. Fax: +39 (521) 237546 These are the current subscription rates: *Aerei* 89,000 lire *Aerei Modellismo* 82,000 lire. The cost of back issues: *Aerei* 12,000 lire (issues available from 1997 onward, plus some 1996 issues) *Aerei Modellismo* 9,000 lire (issues available from 1997 onward, plus some 1996 issues)

### AEREI

**May '96:** Color photos: Hindustan LCA fighter prototype; Swiss F-18D; an article on the recce version of the MiG-21, with 3 color photos of Czech and Polish machines; an article on the G.222 transport aircraft, with 6 color photos, including a Thai machine, a small cutaway drawing and a list of current users; an article on the Italian A.M.I., with 6 color photos (Tornado F.3, Tornado IDS, AMX, F-104, EF-2000).

**June '96:** Color photos: MB-339CD and EF-2000 Italian prototypes; Korean F-16; an article on Peruvian Air forces, with 7 color photos (MB-339AP, A-37B, Canberra B(I) Mk.12, Tucano, Mirage 2000P and Su-22); 3 photos of French B-26C Invaders in Indochina; 2 color photos of the NH-90 helicopter prototype.

**July '96:** Color photos: Saab JAS-39BNH-90 helicopter prototype; two-seat prototype; an article on Italian attack helicopters, with 8 color photos of A-109 and A-129; an article on Spanish P-3, with 7 color photos and a cutaway drawing; a small article on the Fiat G-91Y, with 5 color photos;

a long article on the Spanish Civil War, with 17 photos (He.111, Br.20, Cr. 32, SM.79, Do.17, Ca.310, SM.81, He. 112, Ro.37bis) and two color drawing (Bf. 109D, I-16).

**August '96:** Color photos: Italian F-104S/ASA in the new all-grey livery; Czech MiG-29; Swiss Mirage III (S and B); an article on combat rescue in the Italian Air force, with 7 color photos of HH-3F; an article on Spanish Grupo 21 aircraft, with 9 color photos (F-18, C-101, F-5); a long article on the 1936 Ethiopian campaign, with 8 photos and 4 color profiles of Italian aircraft (SM.81, Ca.101, Ro.37, Ro.1, Ca. 133); a photo and color profile of a Fiat CR.42.

**September '96:** Color photos: Dutch CH-47D; Italian PD.808 in special markings; Czech Mi-24; Croatian MiG-21; Egyptian L-59; an article on Finnish Air Force with 12 photos (Learjet, Draken, Mi-8, MiG-21, LT-90 Redigo, Fokker F-27); an article on the Italian 360 Stormo with 8 photos of Tornado details; an article on the Argentine A-4 during the Falklands War, with 10 photos, some in b&w; 3 photos of the Fiat G.91; a giant centrespread drawing of an Italian Tornado F.3, with 4 photos and a small three-view drawing.

**October '96:** Color photos: Bulgarian MiG-29UB; Spanish F-18; Saab 39 Gripen; Italian F-84G (b&w); Fiat G-80 jet trainer of 1951; an article on Spanish Mirage F-1 recently acquired from Qatar, with 10 color photos; an article on the CANSA FC.20 Italian twin-engined fighter of WWII, with 8 photos, a cutaway and a color drawing; the giant centrespread drawing is devoted to the Macchi MC.202 Folgore, with 2 b&w photos and a cutaway drawing.

**November '96:** Color photos: Spanish Eurofighter prototype; Kuwaiti F-18D; Portuguese Alpha-jet;

Croatian PC-9; Saab Gripen; Italian Fiat G.91; Austrian PC-6 Turbo Porter in special markings; an article on Italian S.A.R., with 7 color photos of the HH-3F.

**December '96:** Color photos: Saab Gripen; an article on Taiwanese Air Force, with 12 color photos (F-104, Ching Kuo, AT-3, F-5F, Seahawk); an article on Spanish Harriers, with 7 color photos representing AV-8A and AV-8B+; an article on South African MiG killers, with 4 color photos (Mirage F-1CZ, Mirage IIICZ, MiG-21).

**January '97:** Color photos: first Swiss F-18D; Daewoo KTX-1 trainer prototype; an article (titled "Jurassic Exchange"... ) on a squadron exchange between the French Aeronavale and the Italian 90 Stormo, with 8 photos of F-104 and F-8; a small article on the IMAM Ro.43 recce seaplane of WWII, with 2 b&w and 2 color photos; an article on the Spanish Air Force, with 3 photos (RF-4C, F-18A+); the giant centrespread drawing is devoted to an Italian Tornado IDS, with 5 photos and a small cutaway drawing.

**February '97:** Color photos: First Aeromacchi MB339CD trainer for the A.M.I.; an article on the Atlantic in Italy, with 8 color photos; an article on the Seoul air show '96, with 10 color photos of R.O.K.A.F. aircraft (F-4, Hawk, F-5E, F-16, UH-60, O-2, CN-235); an article on the experimental Italian Campini Caproni CS.1 of 1937, with a cutaway drawing and 4 photos, one in color; an article on the Monino air museum with 8 color photos (not a small air force, but some interesting photos anyway!).

**March '97:** Color photos: Second Italian EF-2000 prototype; Hindustan LCA prototype; Swiss F-18 production; an article on the 40 Stormo of the Italian Air Force, with 6 color photos of their TF-

104G; an article on the C-130 in Spanish Air Force service, with 6 color photos; a small article on the Aermacchi MC.72 record seaplane, with 6 photos (MC.72, MC.52, S.65); an article on the Italian "Getti tonanti" aerobatic team of 1959, with 6 photos of their F-84F; an article on the Greek Army Aviation, with 5 color photos (CH-47, AB.206A, U-17, UH-1H, Super King Air).

**April '97:** Color photos: Italian tornado F.3; Albanian MiG-15UTI; F-8HIM Finback prototype; Egyptian MiG-15 (b&w); an article on the 2nd Aero India air show, with 8 color photos showing Indian aircraft (Kiran II, MiG-27, Tu-142, Il-76, Sea King); an article on Spanish Hornets, with 11 color photos; an article on the Australian Roulettes aerobatic team, with 7 color photos of their PC-9; an article on the Slovenian Air force, with 5 color photos (PC-9, Mi-8, AB.412, MiG-29 from Yugoslavia); the giant centrespread drawing is devoted to the Reggiane 2005 WWII fighter, with 3 photos and a small cutaway drawing.

**May '97:** An article on the IAI Kfir, with 8 color photos (2 Colombian, 6 Israeli) and a profile; an article on the Thai Air Force, with 9 color photos (AH-1F, F-5E, CH-47D, F-16, L-39ZA, AU-23, CL.215, G.222); an article on the only night fighter used by Italy during WWII, the Dornier Do. 217J, with 2 photos and 2 color profiles; an article on training on the F-18 in Australia, with 4 color photos. **June '97:** Color photos: Spanish AV-8A; Italian TAV-8B; first Italian F-104S/ASA-M; An article on A.M.I.'s 320 Stormo, with 7 color photos of their AMX and one of a G-91T in a special livery; an article on "Operation Cinzano", the most important Italian raid in the Battle of Britain, with 4 photos and a color drawing.

**July '97:** Color photos: Italian Tornado and F-104 in the new single-tone grey livery; Malaysian F-18D; Dutch P-3 Orion; Canadian Aurora; an article on the French squadron EC.3/4 Limousin, with 5 color photos of their Mirage 2000; an article on the Colombian Air Force, with 10 color photos

(T-37, OV-10A, Kfir, Pucar, Arava, AC-47, OH-6, Tucano); an article on the Tiger II exercise, with 7 color photos, including two representing Brazilian AMX; an article on the 1967 Arab-Israeli war, with 10 photos (Israeli Mirage III, Syrian MiG-17F, captured MiG-21F) and a color drawing (Mirage III); the giant centrespread drawing is devoted to an Australian P-3 Orion.

#### AEREI MODELLISMO

**May '96:** An article on building an Italian Navy 1/72 TAV-8B from the Italeri and Heller kits, with color references to Italian aircraft.

**June '96:** An article on building an Italian Navy 1/72 SH-3 helicopter from the Astrokit 1/72 model or the Hasegawa 1/48 one, with color references to Italian aircraft; two pages with 6 detail shots of the SM.79 bomber.

**July '96:** An article on the Cant Z.506 seaplane of WWII, with 2 photos, a page of color profiles and a small three-view drawing.

**August '96:** An article on building an Italian Air Force P-38 from the Italeri 1/72 model: no color references, as these aircraft were left natural metal in Italian service.

**September '96:** An article on the 1/72 Aviation USK Caproni Ca. 133, with a page of color profiles and color references for camouflaged aircraft; an article on building an Italian Tornado ECR from the Italeri 1/72 kit, with a giant color drawing and color references and 6 detail photos of real aircraft.

**October '96:** An article on building an Italian Air Force T-33 from the Heller 1/72 kit or the Hobbycraft 1/48 one, with color references and 4 photos.

**November '96:** An article on building an Italian Air Force C-47 from the Italeri 1/72 kit, with color references, list of decal sheets and 3 photos.

**December '96:** An article on building an Afghan Su.22 Fitter from the KP 1/48 kit, with color references and a photo of a Czech example; an article on building the Supermodel 1/72 kit of the Cant Z.

1007 WWII bomber, with color references, a photo and a color drawing; an article on building a South-African Mustang from the Tamiya 1/48 kit, with color references and a color drawing, plus a page of color profiles representing Mustangs from various United Nations countries in the Korean War; an article on building a 1/48 Saudi Tornado from the Italeri kit.

**January '97:** An article on building an Italian F-86K from the Tauro Model 1/72 kit, with color references and a photo.

**February '97:** An article on building the Classic Airframes 1/48 kit of the Fiat CR.42 WWII fighter, with color references, 3 photos and a big color drawing.

**March '97:** An article on improving the SMER 1/48 (actually, 1/50) kit of the SM.79 Sparviero WWII bomber, with color references and a color profile; a long listing of aircraft kits expected for 1997; an article on building a post-WWII Italian P-47 from the Hasegawa 1/72 kit, with color references and a photo.

**April '97:** An article on building a Fiat BR.20 bomber from the Italeri 1/72 kit, with color references and a giant color three-view drawing.

**May '97:** An article on building an Italian Breda 65 attack aircraft from the Warrior 1/48 resin kit, with color references and three photos.

**June '97:** An article on building the Italian Piaggio P.108 four-engined bomber of WWII from the Air-model 1/72 vacuform kit, with color references, three photos and a giant color three-view drawing.

**July '97:** An article on building an Italian Stuka from the Hasegawa 1/48 kit, with color references and a photo; an article on building the "Tiger" Czech Hind from the Revell 1/72 kit, with color references and three photos.

Mario Bartoli (SAFCH #719), via R. Fucini 48, 56127 Pisa, Italy.

#### -letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-

"Since I last wrote, there have been some a lot of activity down under. (1) Australian Army: The GAF N.22B Nomads were grounded, withdrawn from use, and sold to Indonesia. Two additional, CH-47D Chinooks have been ordered (an ex South Korean order). (2) RAAF: By now everybody should be aware of the order for 12 C-130J-30 plus an option for 24 more (to replace the 12 C-130H and as a possible AEW&C a/c). The first two C-103J were due to arrive in Australia in July 1997, but FAA certification problems have delayed them until December. The BAe Hawk 100 has been chosen as the replacement for the MB-326H and an order for 33 was signed recently. Designated Hawk 127, they will be powered by the RR Adour 871-05 and the first ones should be in Australia some time in 1999 (12 to be built in Britain and 21 assembled here). The P-3 Orions are currently having their electronics upgraded and will be known as AP-3C when complete. The DHC-4 Caribou are having cockpit upgrades and a Request for Tender (RFT) has recently been issued for their replacement (contenders are the CASA CN-235, ITPN CN-235-220 Phoenix, and Lockheed Martin Alenia C-27J). A RFT also has been issued for AEW&C a/c; contenders for this are Raytheon E-Systems with Airbus A130, Boeing with B737, and Lockheed Martin with C-130J). (3) Australian Navy: The RAN has ordered 11 Kaman SH-2G Super Seasprite for its new ANZAC Class frigates (the New Zealand Navy ordered 4 SH-2Gs for their

ANZAC frigates). The Navy's Sea King Mk 50/50A have just completed their Life of Type Extension and the RAN has bought an ex-RN Sea King HAS.5 (XZ918) which is currently being upgraded to Mk.50A standard at RANAS Nowra. (4) The RNZAF has placed an option on 8 C-130J last year and they have finally decided on the new scheme for their CT-4 Airtrainers. I'll have some drawings for SAFO soon." Mike Mirkovic (SAFCH #465), 4/3 Burt Way, East Perth, WA 6004, Australia.

"Here is the latest news from Down Under. RAAF: The F-111G will be re-engined from TF30-P-107 to TF30-P-109 (same as the re-engined F-111C, but modified to accept the 107 afterburner cans). The F-111G will have to have the rear fuselage totally re-engineered and rebuilt. The four RF-111C have been transferred from No.6 Squadron to No.1 Squadron. The PC-9A of 'C' FAC Flight of 76 Squadron have been transferred to 77 Squadron. RAN: More details have been released regarding the 11 Kaman SH-2G(A) Super Sea Sprites ordered by the Navy; they are ex-USN SH-2F to be rebuilt as SH-2G(A). Recently the Navy put in a request to buy 18 more SH-2F (also to be made into SH-2G(A)) for use with the new OPC (Offshore Patrol Craft).

"The RNZAF is trying new colour schemes on their A-4K to save repainting costs. The RNZN has requested to lease or buy second-hand SH-2F to

replace their Wasps while they wait for their ordered SH-2G.

"Indonesia has ordered 12 Su-30MK and 8 Mi-17 from Russia. These former were ordered because the USA refused to supply the F-16 they wanted.

"That's all the new from down under except that my local modelling club, the Perth Military Modelling Society, have an InterNet site where some of my articles are on view: [HTTP://www.nasma.com/pmms](http://www.nasma.com/pmms)."

Mike Mirkovic (SAFCH #465), 4/3 Burt Way, East Perth, WA 6004, Australia.

"I have some additions and corrections to Saul Garcia's list of Bulgarian aircraft that was published in SAFO #82: (1) The type number for the Bulgarian Avia B-135 was 7057. I have a crystal-clear photo of '3' where this number can be clearly seen. Another photo, this time of '1', confirms this. (2) The name for the DAR-10A was 'Bekaz' not 'Bekas' and the type number was 7086, although it seems that this latter was not carried on the fin of the prototype. (3) I would transcribe the Bulgarian name for the He 45 as 'Shcherkel' rather than 'Starkel'. Can anyone support this phonetic transcription from the Cyrillic?

"I am looking forward to more information on this little-known but very colorful small air force." Denes Bernad (SAFCH #1315), 625 Roselawn Ave. #501, Toronto, Ontario, M5N 1K7, Canada.

Continued on page 101.

# Hungary's Silver Arrow: The Weiss Manfred W.M. 23

## Part 1

Denes Bernad

On 23 August 1938, the agreement signed at Bled, Yugoslavia, pronounced the right for the Hungarian Kingdom and the hostile Entente powers (Czechoslovakia, Romania, and Yugoslavia) to equally arm themselves. Hungary could, finally, get rid of its veil of secrecy imposed by the Trianon pact of 1920, consequence of the first World War. The Hungarian air force officially came into existence.

Eager to recover its territories lost after WWI to the Entente countries, Hungary started an intense rearming program. One of the main goals was to establish a strong and effective fighter force to repel any enemy air intrusions.

In March of 1938, with the Anschluss (the annexation of Austria to the Third Reich), Hungary found herself once again in the German sphere of influence. Obviously, the main source to purchase armament, including aircraft, became the 3rd Reich. At the end of 1938, following repeated intercessions by the Hungarian government, it became clear that Germany won't hand over to the Hungarians the licence rights for the much-sought-after Messerschmitt Bf 109E or Heinkel He 112E (E for Export). Thus, the Hadügyminisztérium (Ministry of War Affairs) decided to develop its own fighter type. The task was assigned to the main Hungarian aircraft and engine manufacturer, the Weiss Manfred Repülőgép- és Motorgyár (WM, Manfréd Weiss Aircraft and Engine Plant), located at Csepel Island, South of Budapest.

Dipl.-eng. Béla Samu, Chief Designer at the WM plants, initiated the work early in 1939. Prominent members of his team were István Lajtai, Vilmos Marton, János Antal, Márton Pap, Jenő Pavláth, and János Weingärtner. Undoubtedly inspired by the He 112 already in service with the Magyar Királyi Honvéd Légierő (Royal Hungarian Home Defense Air Force), the new design adopted the Heinkel fighter's wings virtually unchanged, except for one feature - it was made of wood. This was necessary because, at that time, the Hungarians possessed little experience with advanced structural methods. The oval section fuselage was of welded steel tube with plywood skinning, as there was no time to develop a more sophisticated monocoque fuselage. All control surfaces had steel tube frames covered with plywood. The outward-retracting landing gear was also similar to the Heinkel design. An enclosed cockpit with aft-sliding canopy was fitted to the fuselage. The prototype was powered by the indigenous W.M. K-14B fourteen-cylinder, air-cooled radial engine (development of the licence produced French Gnome & Rhone 14Kfrs Mistral Major) rated at 1,030 hp for take off, covered by a NACA cowl. A variable-pitch, three-blade metal propeller was fitted to the engine. Overall dimensions included a wing span of 9.6 m, a fuselage length of 9.1 m, and a height of 3.3 m. Wing area was 18.5 m<sup>2</sup>, empty weight 2,200 kg, maximum weight 2,600 kg for take off. Its armament was to consist of two wing-mounted 8-mm machine guns, completed by a pair of 0.5 in. (12.7 mm) Gebauer heavy machine guns of Hungarian design, installed atop of the engine. 20 kg fragmentation bombs could be carried as well. Nevertheless, the prototype apparently never was fitted with armament.

Once the project finished by the end of 1939, the prototype was

completed in record time. The shinney aircraft, painted gray overall, was quickly nicknamed by WM employees "Ezüst Nyíl" (Silver Arrow). Soon after delivery, it was painted in the classic three-tone Hungarian camouflage scheme and received the tactical code V.501 (V for Vadasz, fighter). The first fight was performed at the airfield of the Repülő Kísérleti Intézet (Institute for Aeronautical Research), at Csepel-Budapest, on 23 February 1940. The prototype's maiden flight revealed pleasant flying characteristics and attained the calculated 530 km/h top speed at 5,000 m altitude. To eliminate a dangerous vibration observed in the early testing period, several propellers were tested, among them German VDM and Italian Piaggio types. During further trials, some aileron flutter was experienced and considerable airframe vibrations were generated by the exhaust system. These phenomena were partly eliminated by structure modifications.

Just before an order for series production to be placed by the Hadügyminisztérium, on 21 February 1942, during a high-speed test flight, the prototype's starboard aileron suddenly broke away at 3,000 m, causing powerful vibrations. The test pilot, Sandor Boskovits, lost control over the aircraft and was forced to bail out. The prototype crashed and thus the short life of an advanced design with a promising future came to an abrupt end.

Denes Bernad (SAFCH #1315), 625 Roselawn Ave. #501, Toronto, Ontario M5N 1K7, Canada.

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### TECHNICAL SPECIFICATIONS:

#### Dimensions

Wing Span (O.A.)	31'-6.0"	9.60 m
Length (O.A.)	29'-10.3"	9.10 m
Height	10'-9.9"	3.30 m
Wing Area	199 ft <sup>2</sup>	18.50 m <sup>2</sup>

#### Weights

Empty	4850 lbs	2200 kg
MTO	5733 lbs	2600 kg

#### Armament

Fuselage Mounted	2 x 12.7mm Gebauer Machine Guns
Wing Mounted	2 x 8.0mm Gebauer Machine Guns
Bombs Load	44.1 lb (20 kg) Fragmentation Bombs

#### Power Plant

Type	Weiss-Manfred W.M. K-14B Radial (licence-produced Gnome-Rhone 14frs Mistral-Major)
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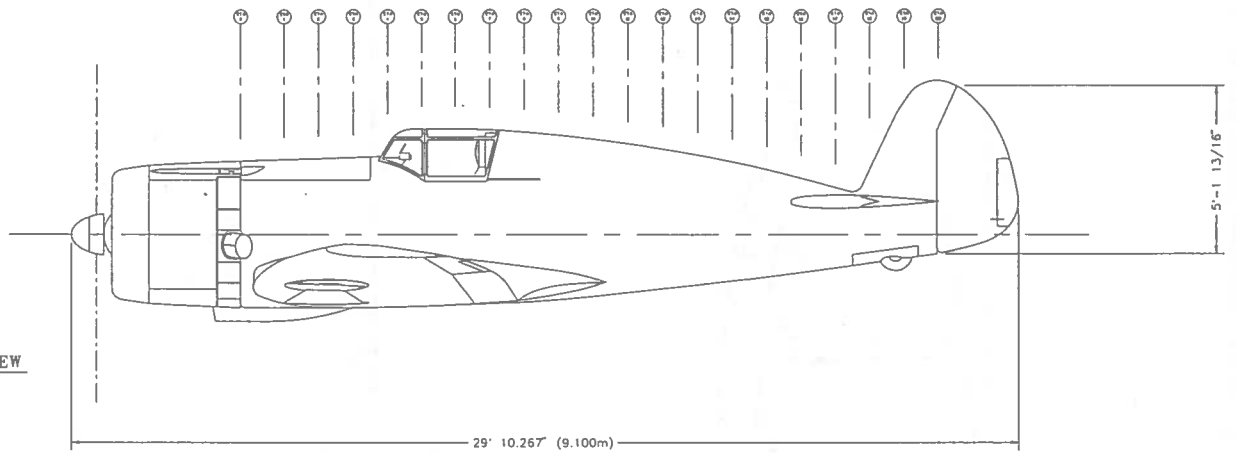
No. of Cylinders	14
Rating (T.O.)	1030 hp

#### Miscellaneous Data

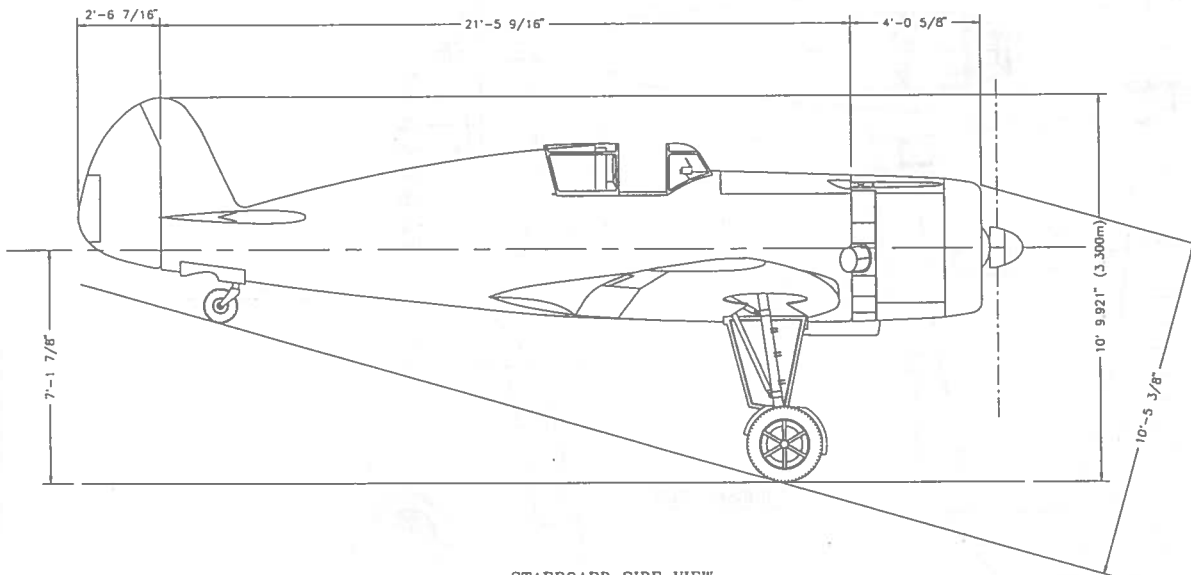
First Flight	23 February 1940
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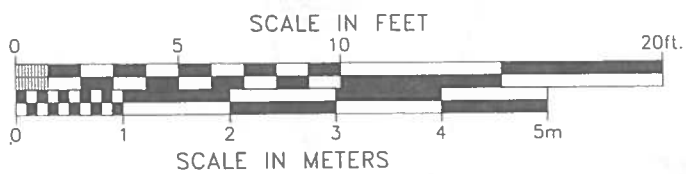
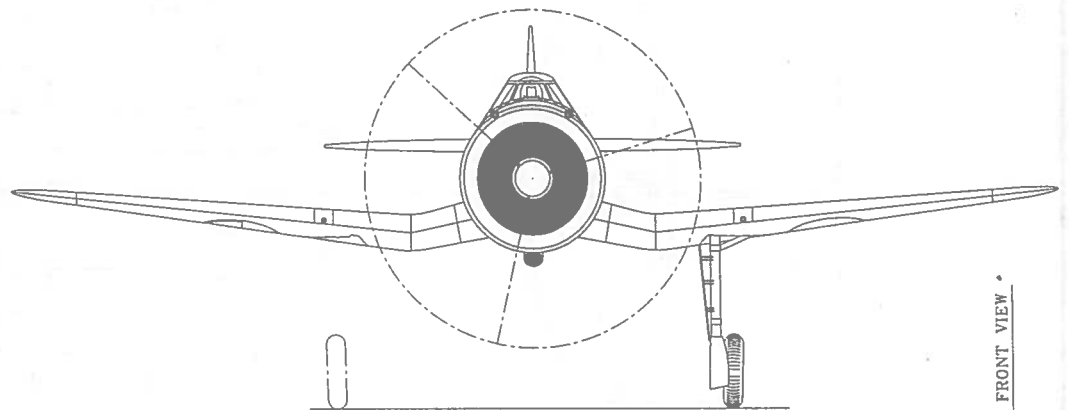
PORT SIDE VIEW

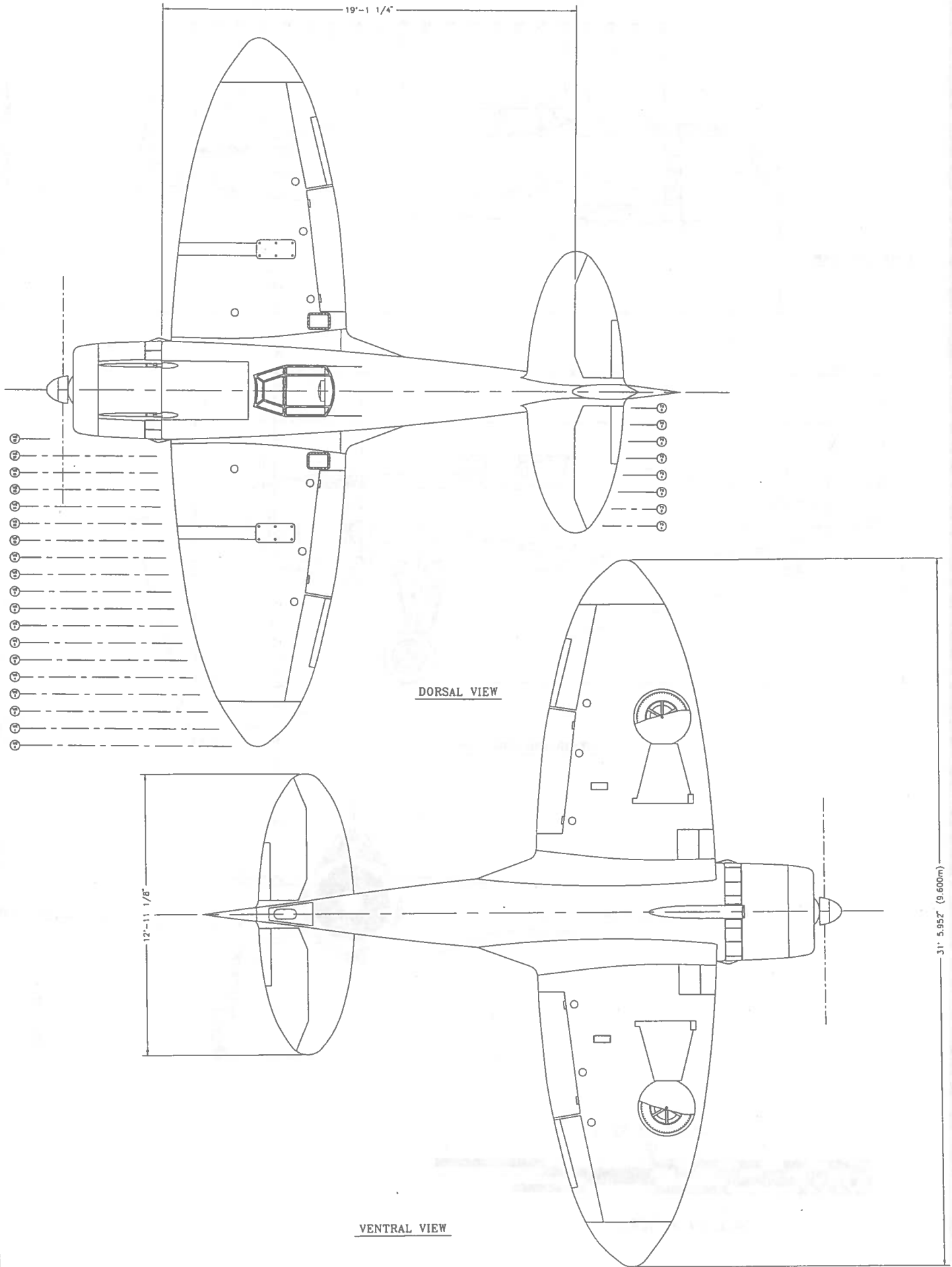


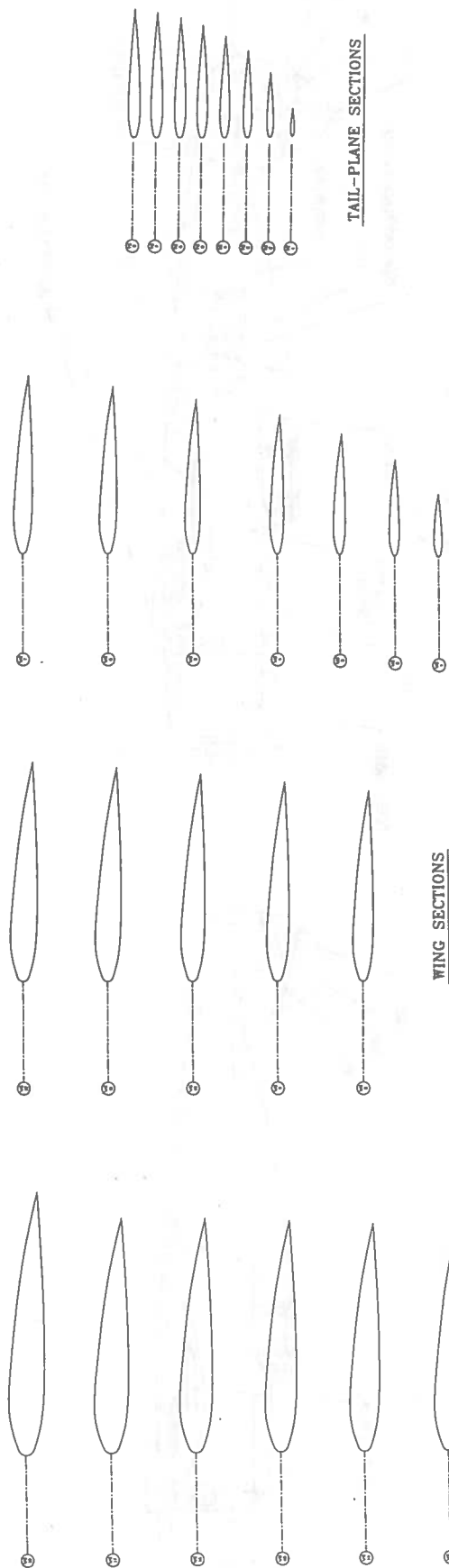
STARBOARD SIDE VIEW



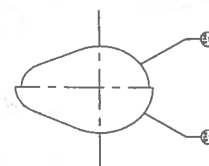
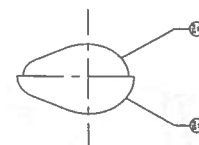
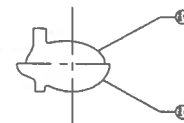
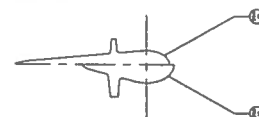
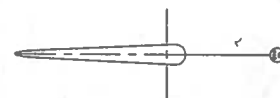
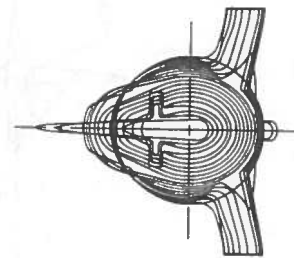
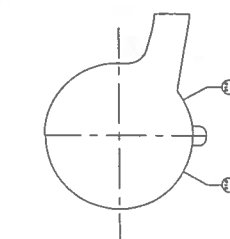
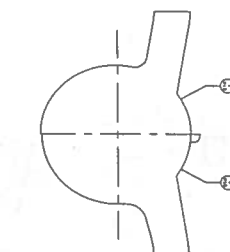
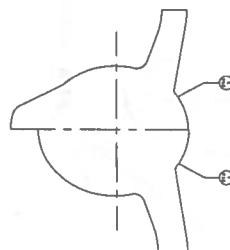
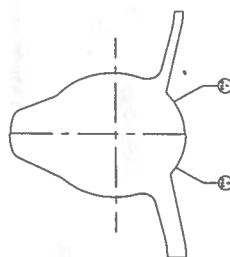
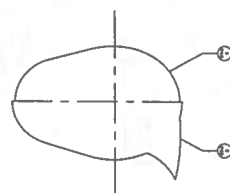
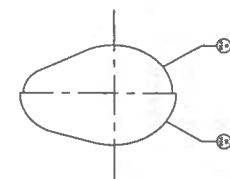
FRONT VIEW \*



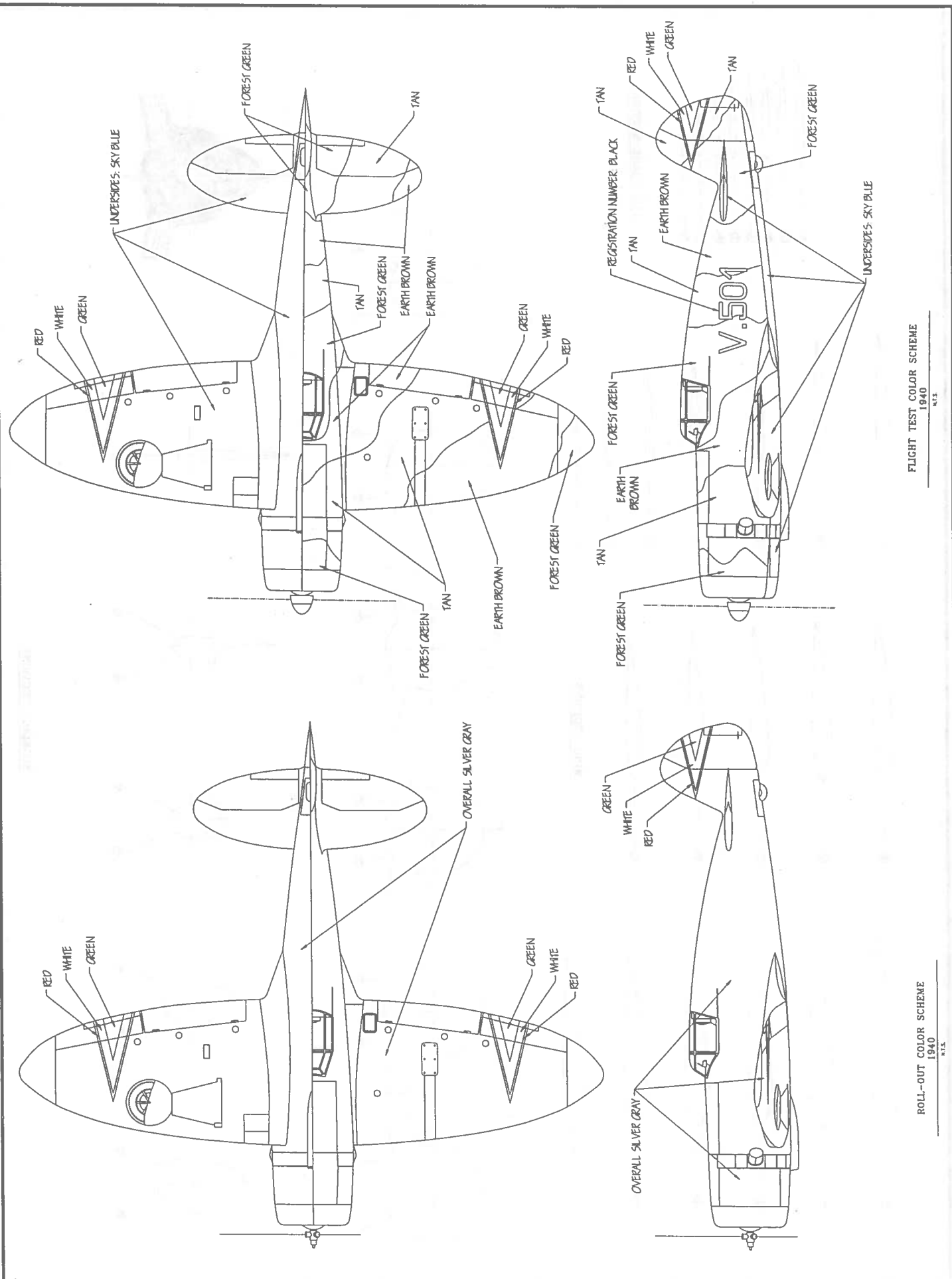




TAIL-PLANE SECTIONS



FUSELAGE SECTIONS



FLIGHT TEST COLOR SCHEME  
1940  
N13

ROLL-OUT COLOR SCHEME  
1940  
N13





## Soviet Planes and Pilots in China

Dmitry Shevchuk

In 1924, China established the patriotic organization Kuomintang, and the Soviet Union began to provide support by sending arms. Soon, the so-called "National Armies" joined the Kuomintang and they were transformed into the "1 National Army" (Commander Fun Yuisen) of National Revolutionary Army (NRA). In 1924/25, the Soviet Union sent a few planes and a few tens of the pilots and technical personnel. In May/October 1926, along with other arms, the NRA, in the south of China, received 24 planes (probably R-1 reconnaissance biplane).

In July 1926, the Sixth Army Corps of the NRA began its "Northern Campaign" against the forces of the generals U Peifu and Sun Chuanfan. At the battle of Uchan, Soviet pilots (Sergeev, Kravtsov, and other there were a total of 20 pilots and ground crew) flew reconnaissance missions, dropped bombs on the opponent, fired at armored trains, and delivered reports. In total, they dropped 219 bombs and fired 4,000 cartridges. Later, on the Tsansi front, during 6 days of battles, the Soviet pilots flew more than 40 hours each while expending 7,000 cartridges and by dumping 115 bombs.

In the "Northern Campaign" (July 1926-March 1927), the NRA occupied territory with a population of 200 million people. In the summer 1927, Soviet air schools graduated 35 Chinese pilots. After authority of the Kuomintang passed to Chiang Kaishek, who was hostile to the USSR, the Soviet Union began to help the "Left Kuomintang" in Uhan. A few planes were sent to General Fun Yuisen, but when he joined the party Chiang Kaishek, deliveries of planes to China was stopped.

In 1933, the government of the province Sintsyan began cooperation with the USSR. According to the arrangement between the local authorities and USSR, an air school was opened with Soviet planes and instructors. The first three planes, R-5s, were delivered in November 1933. On 25 December, three R-5s with bombs flew to Urumchi (the capital of a province). At this time, the government there was friendly to the USSR, and the forces of the city were fighting the forces of the General Ma Chzuin. The R-5 flown by Sergey Antonenko had to return because he became lost, but the planes of Fedor Polyinen and Konstantin Shishkov landed at Shiho. From there the planes made sorties against the rebels. These sorties made a horrifying impression on the opponents, and soon the rebels were defeated.

In region Urumchi there were soon concentrated about 20 planes; R-5 and U-2. These planes were used for training Chinese pilots, but the Soviet pilots continued their flights in the interest of the local government. However, all the planes of the Sintsyan Air Force (except one R-5) were destroyed by a typhoon.

With the beginning of the Chinese-Japanese War, Chiang Kaishek asked the USSR for help. The Soviet Union, obviously disturbed by Japan aggressions in Far East, agreed to assist government a Chiang Kaishek. In March/July 1938, China received two credits of 50 millions USD for the purchase of weapons in the USSR. In June 1939, another credit of 150 million USD was granted. Although the contract on the first credit was signed only in March 1938, work on account to this credit began to be shipped in September-October 1937. This first shipment included: 62 SB bombers; 62 I-15 fighters; 93 I-16 fighters; and 8 UTI-4 (training version I-16). The USSR also sent 89 air specialists. At the request of the Chinese government, an

additional shipment was sent consisting of 6 heavy bombers TB-3.

The deliveries of these planes began in the middle of October 1937, and, by 1 December, on the air base at Lanchow, the Chinese had received 86 planes of different types. Because of shortage of crews in China, additional volunteers were requested. On 10 October, two squadrons arrived in China: a fighter squadron commanded by Prokofiev with 101 men and 23 I-16s, and a bomber squadron commanded by Captain Kidalinski with 153 men and 20 SBs. Both squadrons were based in Nanking until its capture by Japanese forces, when they transferred to Nanchan.

By 21 October, 447 Soviet airmen in China: pilots, air engineers, air mechanics, chiefs of air stations, radio operators, drivers, engineers, and workers for the assembly of planes were in China. On 1 November, a second bomber squadron commanded by F. Polyinen with 31 pilots, 15 navigators, and 31 SBs arrived in China. This squadron was based in Hankow and was known as the "Hankow Bomber Group".

The first battle for these Soviet pilots came on 21 November 1937. On this day, 20 Japanese bombers attacked Nanking. Seven Soviet fighters claimed the destruction of two Japanese planes.

Training of Chinese cadets began at Lanchow on 3 December. In three months, 73 pilots were graduated. Under the direction of Soviet instructors a number of air schools were opened in China: an air mechanics school in Chendu, a pilots school in Suining (training on SB), and air schools at Lyanshang and Laohekow, later transferred to Lanchow. In addition, Chinese pilots were trained in the Soviet Union. By the Spring of 1938, the Soviet air schools had graduated over 200 Chinese pilots. However, in spite of all reasonable efforts to train specialists, the Air Force of China at that time was made up of Soviet volunteers.

In the middle of December 1937, delivery of I-15 fighters began. These planes were delivered by truck to Hami, where they were assembled and flown to Lanchow. In all, 62 I-15 and 10 complete sets of ammunition for all planes, spare parts, and fuel were delivered; a total of 2332 tons of equipment.

By the Spring of 1938, China had received from the Soviet Union: 62 SB bombers; 94 I-16 fighters; 122 I-15 fighters; 6 TB-3 heavy bombers; 8 UTI-4 trainers; and 5 UT-1 trainers.

At this time, a new group of volunteers arrived: an I-16 fighter squadron under the command of Captain E. Nikolaenko with 73 men, including 26 pilots, and also a SB bomber squadron under the command of Captain T. Hryukin with 31 men, 28 navigators, 25 gunners/radio operators, and 37 mechanics. These new arrivals were to study the battle experiences of their predecessors and then replace them.

In June of 1938, there arrived 10 pilots for I-15 led by Captain Yakushin, and also the personnel of a SB squadron led by Colonel Thor (66 men) with bombers. This was the beginning of a new delivery of planes.

The fact is, that in a month's intensive fighting, many of these planes were lost in battle or required serious repairs from battle damages or engine replacement. By 1 April 1938, 35% of the planes sent from the Soviet Union were lost.

In May, a new credit was given to China for 60 SB bombers. The

last of these planes were received by China by 10 November, 1938.

During this time many of the planes were modernized. In particular, on 14 June 1938, 100 ShKAS machine guns were received to update 60 I-16s. Along with guns came 2 millions cartridges. Later, the SB were also updated with ShKAS machine guns.

On 17 July 1938, it was decided to send to China another 100 I-15 fighters. By 10 November, all these planes has been transferred in Lanchow.

According to the information provided by Soviet military advisers in China, from September 1937 through the beginning of September 1938, the Chinese government had received: 123 SB; 105 I-16; 133 I-15; 12 Henshel Hs-123; 128 Hawk III; 36 Gloster Gladiator; 9 Martin B-10; and 26 Dewoitine D-510. A total of 602 planes.

Of these: 166 were shot down; 46 were destroyed on ground; 101 crashed at landing; and 8 were disassembled for factory use. The total lost was 321 planes.

Thus, there were available 281 planes, of which only about 170 planes were airworthy (majority was used for training of the pilots).

On 28 October, the China Air Force had only 87 air worthy planes, or 14.4 % of those received up to September 1938. Receipt of a new deliveries from USSR allowed renew actions by the China Air Force at the same time as the conflict on KhalkinGol between the USSR and Japan occurred. The Japanese relocated up to 50% of the aircraft from China.

According to a messages from the senior military adviser of air force, G.Thor, in the Summer of 1939, the Chinese Air Force was well prepared for continuation of the war with Japan. The CAF had available: 1045 pilots; 81 navigators; 198 gunnersradio operators; and 8354 air mechanics. There were 200 Soviet planes including 30 bombers and 153 fighters.

Deliveries of planes proceeded and in the second half 1939: 30 I-15 fighters were delivered to Lanchow by 18 July; 30 I-16 fighters by August 3 (10 with guns); 36 SB bombers by 4 August; and 24 DB-3 bombers in August. A total of 120 planes in the second half 1939.

#### Notes:

The symbol (?) indicates my best guess at the numbers.

1. The delivery in 1937 included 225 planes, plus 6 TB-3 by the separate order.

2. Exact delivery date of the UT-1 is unknown.

3. The totals in the third column were calculated not by addition of the first two columns, but are those reported in the references. There are some discrepancies: In particular, the number of I-15 is specified as 122, instead of 124 (62 + 62) and for the I-16 it is 94 instead of 93.

4. Columns 4 & 5 are not consistent. The third delivery of planes occurred from May to November 1938, and it is known that about 60 SB and 100 I-15 were received. The final figure is given for September 1938, when these deliveries were still in progress. Not included are the trainers UTI-4 and UT-1, and also the TB-3 (possibly because the latter were used as transports). The situation with the I-16 is not clear; the final figure Summer 1938 has their number increased by 11 planes (in the Spring 94, in September 105). I assume, that included in this total are the 8 UTI-4 (two seater I16) from column 1.

5. Nothing is known about planes delivered in the first half of

1939. Probably both credits (100 millions USD) already were spent. The delivery 120 planes in July-August 1939 (under the third credit in 150 millions USD), is well documented.

6. The totals have been calculated on the basis of the specified deliveries in columns 1, 2, 4, and 6. The most authentic final figures are for the SB, TB-3, DB-3 and I-15. Less clear at the totals for the I-16 and UTI-4.

7. For the delivery of supplies to China, there was an Air Transport Group of TB3. Although these planes carried Chinese identification markings, they were not part of the Chinese Air Force, but belonged to the USSR.

At the end of 1939, there occurred battles between the government of Chiang Kaishek and the Communists forces. This resulted in the suspension of arms delivery to China by the Soviet Union for almost a year. The last delivery of planes to China was in December 1940-January 1941. In the book, "Mission to China" (Voenizdat, Moscow, 1983), V.I. Chuikov, who was the main military adviser to Chiang Kaishek, writes (pp. 55-56): "Our departure is scheduled for December 1940. The Soviet government has sent much help 150 fighters and 100 SB." From photos in Ray Wagner's book, "Chiny 1931-1941" (AJPress, 1995) it appears that the last aircraft delivered were SB-2bis M103 bombers and I-153 fighters.

In January 1941, there took place fierce battles between Chinese Communist forces and the Governmental forces of Chiang Kaishek. When this became known in Moscow, the USSR again stopped delivery of arms and withdrew all its pilot volunteers. During the battles in China, about 195 Soviet pilots volunteers were lost.

In the book "History of the Second World War 1939-1945" (Vol. 2, Moscow, 1974, p. 72) it is said that, from October 1937 to September 1939, the USSR sent 985 planes to China. The origin of so large a number is not clear.

Official Soviet documents put the total aircraft delivered to China in 1937-1939 as 985 planes, and in 1940-1941 another 250 planes. The total of 1235 planes is broken down as follows: 777 fighters; 408 bombers; and 100 trainers.

A figure of 1235 planes is given in Pyun Min's "History of Soviet-Chinese Friendship", Moscow, 1959, p. 209).

In this article, I have tried to rationalize all the information available to me on the deliveries of Soviet planes to China. Unfortunately, there are large differences between my conclusions and the commonly accepted estimates. For example, the 590 planes I calculate as being delivered in 1937-1939 looks much more authentic than the figure of 985 aircraft quoted without confirmation. In my opinion, the total number of planes delivered in 1937-1941 was 840 (590 + 250), not 1235 planes (985 + 250).

#### References:

1. "USSR Military Help in the Liberation Struggle of the Chinese People". Military publishing house of USSR Ministry of Defense, Moscow, 1975 (in Russian)

2. GenLeit. A. Kalyagin. "In Unfamiliar Ways. The story of a Military Adviser in China". Institute of the East of the Academy of Sciences USSR, "Nauka", Moscow, 1979 (in Russian)

Dmitry Shevchak (SAFCH #1308), Dudajeva 1368, Riga LV-1084, Latvia.

# Three Aircraft of the Mexican Air Force

Santiago A. Flores

Drawings by Ing. Enrique Velasco

(A). The "Baja California No.2" was the second aircraft, of three, that were built in the border town of Tijuana, then territory of Baja California, of the Mexican Republic. They were built at a aircraft factory that was established under the sponsorship of then Governor and later president of Mexico Gral.de Div. Abelardo L. Rodriguez. The aircraft were designed by the American William J. Waterhouse and built under the supervision of Sr. Jose Flavio Rivera. The "Baja California No.2" was built in March 1928. The aircraft was a parasol type with steel tube fuselage and wooden wings covered with fabric. It had a radial Wright J-5 Whirlwind of 220 hp that gave the BC-2 a top speed of about 220 km/hr.

It was test flown by Mexican Air Force pilot Major P.A. Roberto Fierro Villalobos, who later, 30 May 1928, flew the BC-2 non-stop from Laguna Salada, near the state capital of Mexicali, to Mexico City, covering a distance of 2,330 km in 14 hours and 30 minutes

Later in a solo flight by the same pilot, the BC-2 flew from Mexico City to Havana, Cuba, on August 11, 1928, in about 12 hours and 30 minutes. Lt.Col. Fierro flew the BC2 on a good-will flight to the countries of Central America (except Nicaragua) going as far as the Panama Canal Zone and returning to Mexico City thus consolidating the popularity and fame of the pilot.

Charles Lindbergh flew the BC-2 during his second visit to Mexico, noting that he flew it in a 5 minute flight around Mexico City on November 28, 1928.

Later, in January 1930, Tte. Miguel Colorado Cupido attempted a non-stop flight from Mexicali to Merida, Yucatan, in the BC-2, but suffered an accident near Culiacan, Sinaloa, where the BC-2 was destroyed, but the pilot was safe.

Note: the BC-2, like the Ryan "Spirit of St.Louis", carried painted on its cowlings the flags of the countries it had visited during its Central American goodwill flight.

(B). The **Bristol Boardhound II**, Type 93B. In October 1927, a Mexican military mission was sent to England to purchase ten Bristol F2B fighters. During the negotiations, the new Bristol Boardhound was demonstrate and the mission was authorized to purchase not only the ten F2B, but also two Boardhounds II (Type 93B c/n 7232 and 7233) equipped for reconnaissance and fighter-bomber duties.

These aircraft arrived in Mexico by January 1928. The Boardhounds served in the "Escuadrillas" (flights) of the Mexican Air Force, that were based in Mexico City. These "Escuadrillas" would later become "Escuadrones (Squadrons), that would later become the 1st "Regimiento Aereo" (Air Regiment). The example illustrated, served in the 1st "Escuadrilla" along side some F2B fighters and, possibly, some Avro 504 trainers. Its pilot, Capt.1/o.P.A. Alfonso Cruz River, would later become chief of the Mexican Air Force from 1955-1959. The second Boardhound was assigned to Col.P.A. Pablo L. Sidar, a well-known long-distance flyer who later commanded the 1st "Regimiento Aereo ". Both Aircraft saw action during the

"Cristero" Rebellion and later the "Escobar" Rebellion of the 1928-1929 period. During the Escobar Rebellion, the 2nd "Escuadrilla Aerea", under the command of Col. Sidar, was assigned to the Northern expeditionary column of Gral.de Div Lazaro Cardenas (later president of Mexico 1936-1940). Sidar had his Boardhound, three Chance Vought O2U-2M Corsairs, and a Stinson aircraft. On March 30, 1928, while strafing a rebel position, Col. Sidar's gunner and observer, Capt. Manuel Robles Monterrubio, was hit and mortally wounded by rebel ground fire at Plaza de la Cruz, Sinaloa. This was one of the few casualties suffered by the Air Force during the fighting. During that same year, one of the Boardhounds, established a high altitude record over Mexico City, flying over 28,000 feet above sea level.

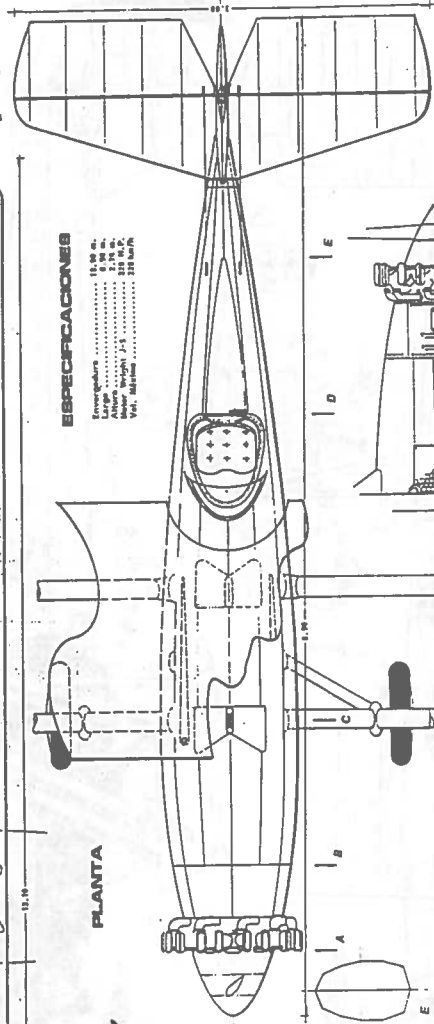
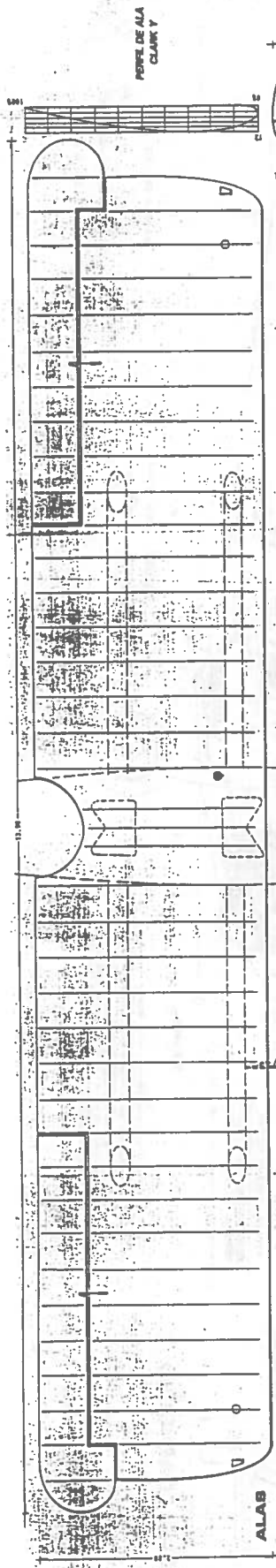
Note that the Mexican Air Force i for some unknown reason was painted backwards on the wings (top and bottom) and remained that way apparently during their service life in Mexico.

(C). **Lockheed T-33A**. One of the 40+ ex-Air National Guard "T-Birds" purchased by the Mexican government in 1987 not only to bring up to c its T-33 fleet, but also to form three new T-33 "Escuadrones Aereos" and a new "Grupo Aereo" (Air Group). These were in addition to the "Escuadron Aereo Jet de Pelea 202" that had been operating the type since 1961. The example illustrated, JE-024 (Jet Entrenador: Jet Trainer), belongs to "Escuadron Aereo de Pelea 210" with base at BAM #8 (Base Aerea Militar: Military Air Base) "Gral. de Div. P.A. Roberto Fierro Villalobos" at Merida, Yucatan. EAP 210 came into existence in 1988, being assigned to the new 10/o Grupo Aereo, in 1989, with two other T-33 units (EAP 211 and 212) which now form part of the 2/o.Ala de Combate (Combat Wing). Some T-33's are reported in the American press to being used along with Northrop F-5E's to help intercept aircraft carrying drugs into Mexico from South America and on to the USA. Recently all the surviving T-Birds and Pilatus PC-7 Turbo Trainers have lost their colorful markings, being painted in overall OD green, by order of the Secretario de la Defensa Nacional, an Army General. Escuadron Aereo de Pelea 210 initially adopted a detailed and colorful eagle head that was later replaced by a subdued eagle head as inspired by the pictures of WWII era Focke-Wuff Fw-190s' of the German Air Force.

## Sources and References:

1. SAFO, Vol.19, No.4 (76), December 1995. "T-Birds in Mexican Air Force Service", by Santiago A. Flores.
2. Skyways, No.31, July 1994. "Tijuana Aircraft Factory", by Santiago A. Flores.
3. Bristol Aircraft since 1910, by C.H. Barnes, Putnam Books, UK.
4. Breve Historia de la Aviacion en Mexico, by Ing.Jose Villela Gomez, Mexico DF. 1971.
5. Historia Grafica de la Fuerza Aerea Mexicana, by Hector Davila Cornejo, Mexico DF.



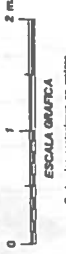
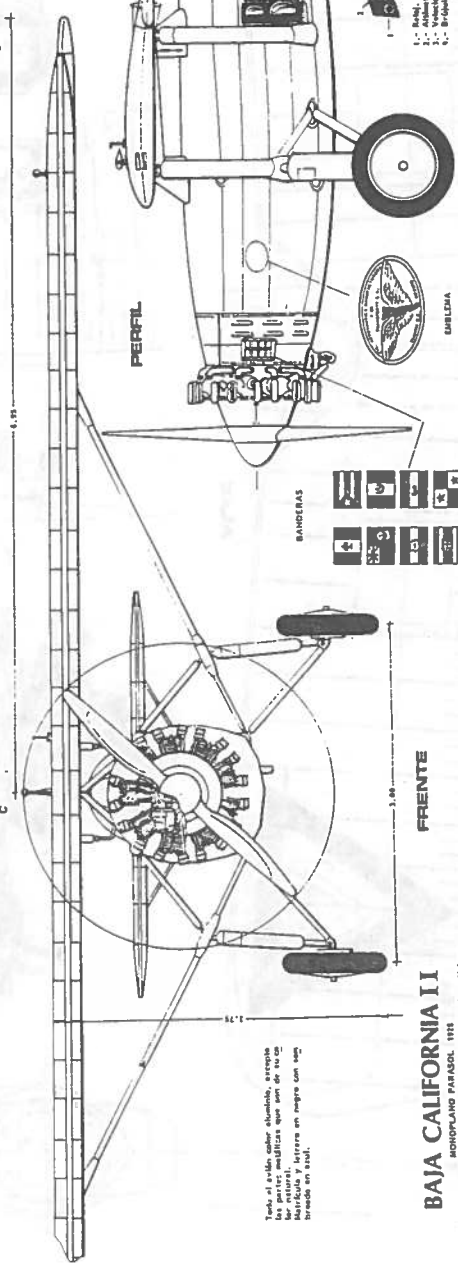
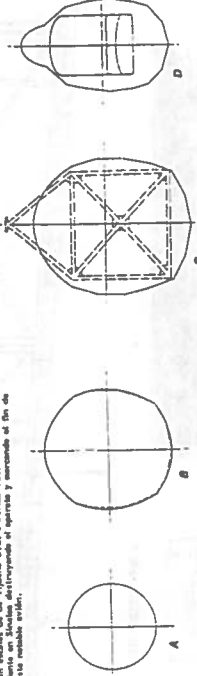


**ESPECIFICACIONES**

Envergadura	15.48 m.
Longitud	8.94 m.
Altura	2.34 m.
Motor Wright	2-5
Vel. Máxima	220 km/h



**SECCIONES**



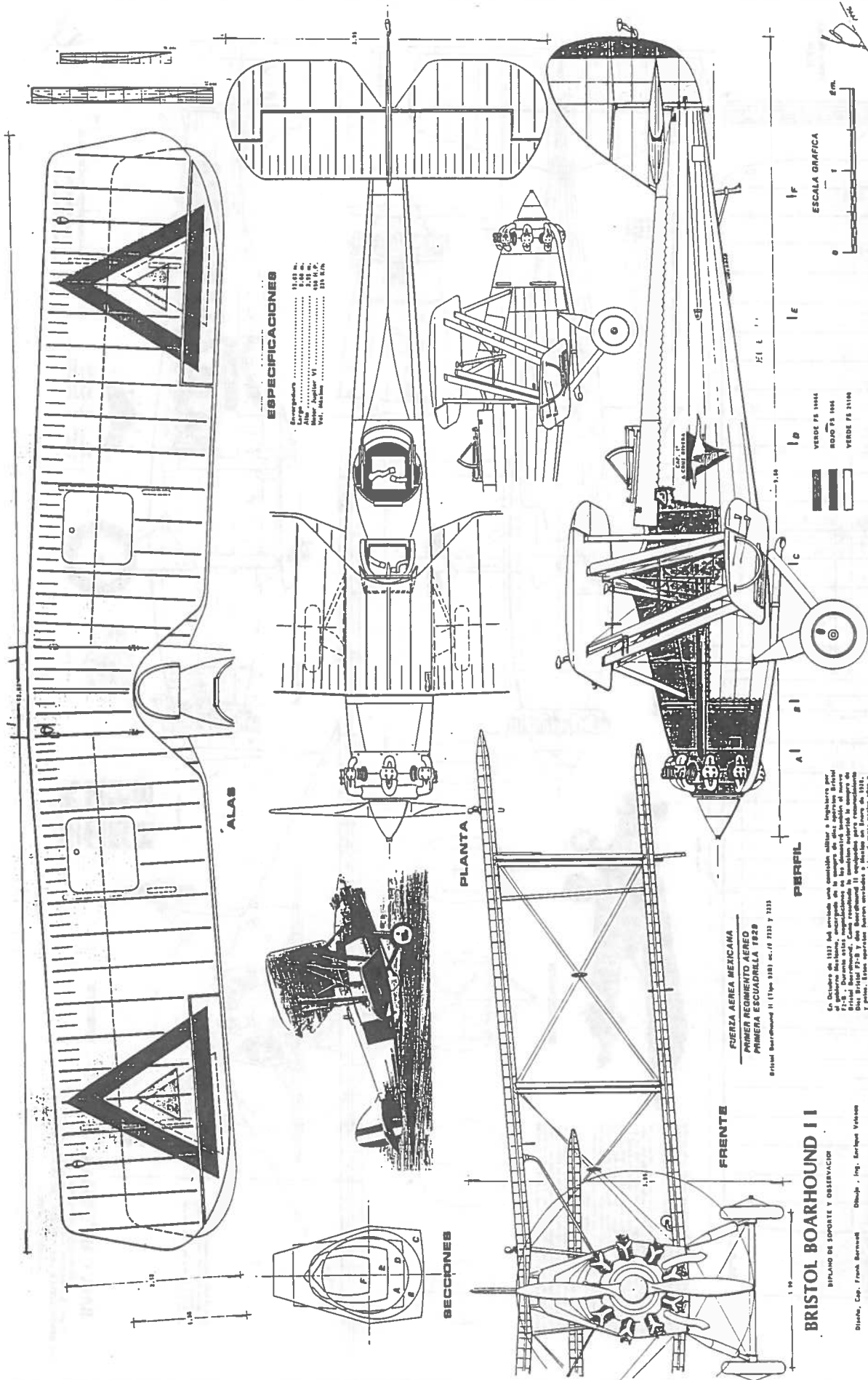
- Todas las dimensiones en metros.
- 1.- Motor
  - 2.- Transmisor
  - 3.- Bomba
  - 4.- Ventilador
  - 5.- Transmisor
  - 6.- Bomba
  - 7.- Bomba
  - 8.- Bomba

El BAJA CALIFORNIA II, del tipo de ala en V, es el resultado de una serie de trabajos de perfeccionamiento en Baja California Norte, México. Este avión, diseñado y construido por el Sr. José Flores Rivera, fue presentado en el año de 1931. El BAJA CALIFORNIA II, es un avión de ala en V, con un motor radial Wright de 200 CV, y un sistema de control de ailerones y timón de guerra y maniobra al fin de 400 millas por hora.

Poco tiempo después Flores diseñó un avión de ala en V, con un motor radial Wright de 200 CV, y un sistema de control de ailerones y timón de guerra y maniobra al fin de 400 millas por hora.

**BAJA CALIFORNIA II**

MONOPLANO PARASOL 1115  
Diseño: Sr. José Flores Rivera (Baja California Norte)  
C/A AERONAUTICA MANUFACTURERA Y DE TRANSPORTE S.A.  
Tijuana B.C. MEXICO





# Fratricide

Moe Weaver

[Authors note: A painting showing a Brewster Buffalo flown by Finnish Ace Eino Juutilainen shooting down a Soviet Tomahawk motivated this research into incidents in which American-manufactured airplanes shot down American-manufactured planes. I would enjoy hearing for anyone who knows of similar examples.]

**First Encounter:** Aussies vs. the French (Vichy), June 15, 1941. In 1938, the French, realizing they were greatly outnumbered by the Luftwaffe, began supplementing the French air force with imported American planes, continuing until their collapse in 1940. Among these was the Curtiss Hawk 75 (U.S. P-36), air cooled predecessor to the Curtiss P-40, and the fast, well-armed, Martin 167F. Both American planes had done well in encounters with German and Italian planes in the "Battle of France" from May 10 through June 1940.

France ally, had been knocked out of the war by the end of June 1940 and her new government, now in Vichy, was not favorable to Britain's cause. Several clashes on July 3 and 6 occurred in which Britain's attempt to neutralize the French fleet resulted in heavy loss of life and bitter anti-British feelings. When Allied forces invaded Syria to keep it out of Axis' hands the French resisted furiously.

Squadron Leader Peter Jeffrey and F/O Peter Turnbull of No. 3 Sqd. RAAF, newly mounted in their American-built Curtiss P-40 Tomahawks, were strafing vehicles in the Sheik Meskine area in Syria as support for the Australian, British, Free French, and Indian troops invading from Palestine and Iraq, when they encountered two American built Vichy French Martin 167F Bombers. These they promptly shot down.

On June 28, 1941 the Tomahawks of Sqd 3 were to repeat their June 15 performance accounting for six more Martin 167F bombers shot down. Two were to be credited to Peter Turnbull, three to Charles Alan Rawlinson, and one to Rex Kerslake Wilson. The next day F/O Knowles accounted for yet another Martin 167F. By July 12 the French asked for terms ending the Syrian campaign and securing the eastern Mediterranean for Britain. All of the RAAF pilots mentioned except Knowles were to become aces.

References: Air Pictorial, July 1970, Syrian Campaign 1941, by Chris Shore & C. Jacques Ehrengard

**Second Encounter:** US Navy vs. The French (Vichy), November 8, 1942 - November 11, 1942.

The next clash of American planes was to occur at the other end of the Mediterranean over 16 months later. Much had occurred in this span of time. Operation Barbarossa in June 22, 1941 had begun with the Nazi invasion of the USSR bringing that powerful country into the war as an ally of Britain. By December of 1941, a Japanese attack on the United States and the British Empire brought another powerful country to Britain's side.

Britain and the United States continued to hope that France would readily rejoin the Allied cause, if in the company of Free French personnel, they were to occupy French possessions. "Operation Torch" was planned for an Anglo-American occupation of French North Africa through French Morocco and Algeria. The US was to invade from the Atlantic through Casablanca and Safi in Morocco while the British from Gibraltar and the Mediterranean were to attack Algeria.

On this occasion, the American planes in confrontation would

be Vought OS2U3 Kingfisher observation plane from the battleship Massachusetts, Grumman F4F-4 Wildcat naval fighter, and Douglas SBD-3 Dauntless naval attack bomber opposing Vichy French, American made, Curtiss Hawk 75, Martin 167F, and possibly the Douglas DB7.

As the aerial attack for Operation Torch began November 8, 1942, two three-plane flights of Vichy French Curtiss Hawk 75 fighters of Group \*IU5 Lafayette (the continuation of the Lafayette Escadrille of World War I fame) led by Lt. Villacque disrupted the spotting mission of the float observation Kingfisher OS2U-3 sending them back to the fleet with Sgt. Lavie succeeding in shooting one down drawing first blood. The pilot, Tom Dougherty, survived and was taken prisoner.

From the carrier Ranger, Lt/Jg C.V. August of VF-41, in a Grumman F4F-4 Wildcat, pursued by two Curtiss Hawk 75 over Cazes Airfield near Casablanca, is assisted by Lt/Jg Charles A. (Windy) Shields, shooting one Hawk off his tail allowing him to turn the tables and shoot down the second one.

The hostilities continued from 11/8/42 through 2000 hours 11/11/42 when a cease fire was arranged. The success in downing the Curtiss Hawks was accomplished 15 times by Grumman F4F-4 Wildcats of the carrier Ranger. C.O. Lt. Fitzhugh Lee Palmer of Wildcat Fighter Group VGF-26 off carrier Sangamon succeeded in shooting down one Martin 167 bomber on November 8, 1942. Near noon of November 10, 1942 Ens. Donald A. Pattie, flying a Douglas SBD-3 Dauntless attack bomber of VGS29 off the carrier Santee, reported shooting down a twin engine American Douglas DB-7 bomber (which may have been the French Potez-63).

The French fought bravely during Operation Torch and in their Curtiss Hawk 75s they shot down one Vought OS2U Kingfisher observation plane and nine Grumman F4F-4 Wildcats. After Torch the French in Africa and the colonies came back into the war allied once again with the Anglo-American democracies for the duration.

Reference: Wildcats over Casablanca November 1942 - Operation Torch, by John W. Lambert, Phalanx.

**Third Encounter:** Finns vs. the Russians, Nov. 22, 1942, Nov. 23, & 1942 June 17, 1944

Far in the north of Europe the airmen of Finland were to stage yet another US-vs-US airplane battle just 11 days after the cease fire in Operation Torch. By way of background, in Dec. 1939 Finland fought off a massive invasion by the Soviet Union's Red Army. They resisted until March of 1940 and were forced to sign a truce. The Finns characterized this struggle as the "Winter War" and their fight against daunting odds inspired the admiration of the western allies. Fighter planes were provided by Britain, France, and still-neutral Italy. The United States made available some 40 early-model Brewster Buffalo 239 naval fighters. The Brewsters arrived too late to participate in the Winter War. Finland remained out of the fighting from April 1940 until June 25, 1941 after Germany had invaded the USSR. The Finns, now allied with Germany, were fighting to reclaim the lands lost in the earlier conflict. The experienced Finnish Air Force pilots made the humble Brewster Buffalo the mainstay of their fighter force until well into 1943 and it was to shoot down a phenomenal 489 enemy planes in Finnish service.

The British, allied with the USSR, sent forward 195 Curtiss P-40



Tomahawks from their lend-lease American equipment. With the American entry into the war, the US would subsequently send the Russians over 2000 Curtiss P-40 of all models. The Finns were to claim five Curtiss P-40 Tomahawks shot down by the Buffalos. On 11/22/42, Erik Teroma and Martii Alho, 19- and 15-plane aces respectively, each shot down a Russian Curtiss P-40 Tomahawk. The following day, Finland's ace of aces, Eino Juutilainen, 94 1/6 victories, and Eero Riihikallio, 16 1/2 victories, each downed a Tomahawk. The fifth Tomahawk is not recorded as having fallen to a Finnish ace.

As US aid to the Soviets increased the Bell P-39 Airacobra and the later Bell P-63 Kingcobra came into wide use and were the mount of numerous successful Russian aces. The modest Brewster Buffalo flown by a pilot of LV/26 was credited with downing a Bell P-39 Airacobra on June 17, 1944.

The other U.S. plane used by the Finns, the Curtiss Hawk 75, was to claim 190 1/3 victories. The 14 Curtiss aces and the seven aces with part of their scores in the Hawk do not show victories over any American planes in Russian use. These Curtiss planes were refurbished German "war booty" captured in France and Norway and provided to the Finns. Whether the 41 other pilots (not aces) with victories in Curtiss Hawk 75 shot down American planes in Russian use would be interesting to know. Also did any Russian pilots in American "Cobras" or Tomahawks shoot down Finnish Buffalos or Curtiss Hawks?

Reference: Finnish Aces, by Keskinen, Niska, & Stenman. Air Enthusiast 46 (38 to 1) The Brewster in Finnish Service, by Kari Stenman

**Fourth Encounter:** Israel vs. Egypt. Israel War of Independence 1948-49.

At the close of WWII, the Jewish exiles and survivors from Nazi Europe established along with the Jews colonizing parts of Palestine the need for an independent nation of Israel. The United Nations mandate established the state which was immediately opposed by Egypt, Iraq, Jordan, Syria, and Lebanon. In the war that ensued, from May 1948 to January 1949, numerous air battles resulted. The Egyptians for the most part, were equipped with British fighters: Spitfire and Hawker Fury (from Iraq), and, in late 1948, Macchi 205 and Fiat 55 fighters from Italy. The Israelis started with Czech Avia 199 versions of Messerschmidt 109 and Spitfires, also from Czechoslovakia. They also received several North American P-51 Mustangs.

An American volunteer, Rudy Augarten of Philadelphia, with two WWII victories flying P-47 Thunderbolts in Europe, was to destroy four Egyptian planes while flying for Israel. Included in these was a victory over an Egyptian American-built C-47 Douglas Dakota Transport/Bomber while flying the North American P-51 Mustang on November 4, 1948.

References: Flight (Exploring the Aviation Adventure) Nov/Dec 1996. Rudy Augarten: The Passion to Fight, by Budd Davisson. Stars & Bars, by Frank Olynk. A Tribute to the American Fighter Ace 1920-1993.

**Fifth Encounter:** Cuba (Castro) vs CIA and Cuban Exiles, Bay of Pigs, March 11, 1961 - April 19, 1961.

The CIA-supplied and directed-invasion of Cuba by the exiled Cuban former supporters of the ousted dictator Batista resulted in yet another American vs American plane encounter.

The Lockheed T-33 Armed Trainer version of the F-80 Shooting Star jet fighter was available to Fidel Castro's pilots when Batista fled the country at the end of 1958. These planes encountered the Douglas B-26 Invader planes supplied and flown by CIA-

hired pilots and Cuban exiles. In the encounters of 4/17/61 and 4/19/61, five Douglas B26 were shot down by the Lockheed T-33. Two were credited to Capt. Alvaro Prendes and one each to Lt. Alberto Fernandez, Maj. Enrique Carreras-Rola, and Lt. Rafael Del Pino. Del Pino had also forced down at sea a Beechcraft AT-11 with the T-33 on 3/11/61. Its crew was saved by a USN destroyer. Additional B-26 were shot down but not by US planes. References: SAFO #34 Jan. 1985, Aircraft losses during the Bay of Pigs, by Santiago A. Flores. SAFO #42 April 1987, Aircraft losses during the Bay of Pigs Update, by Santiago A. Flores.

**Sixth Encounter:** Cambodia vs. South Vietnam. Vietnam 1964-75.

In the conflict between North and South Vietnam, the Cambodian and Laotian parts of former French Indo-China vacillated between supporting the North or the USA-ally South Vietnam. The Royal Cambodian Air Force was trained and equipped first by the French, then by the Americans, and eventually by the Russians. In August of 1962, the US supplied 16 T-28D Trojan armed trainers in an attempt to influence Cambodian loyalty to their side. By March 21, 1964, two Cambodian T-28Ds patrolling their border encountered a South Vietnam Cessna O-1 observation plane and one flown by Prince Siswat Monirak shot it down.

References: Air Enthusiast 37, L'Aviation Royle Khmere: The First 15 Years of Cambodian Military Aviation, by Albert Grandolini

**Seventh Encounter:** "The Football War", Central America, Honduras vs. El Salvador, July 17, 1969.

A brief war over differences regarding encroachment on Honduran territory by nationals from over-populated El Salvador ensued after passions over the qualifying rounds for the 1970 World Cup Football Championship reached a boil. Played in June 1969, these events formed the flash point that resulted in 25 days of conflict in which aerial combat took place. This conflict is popularly called the "Football War."

On July 17, 1969, two Salvadoran NA F-51 Mustangs were bounced by two Honduran Vought F4U-5 Corsairs. Honduran Maj. Fernando Soto Henriquez quickly shot down one of the Mustangs. Later the same day, Maj. Soto shot down two FG-1D (Goodyear) Corsairs. These three kills were the total aerial victories for both sides in the conflict. The US plane vs US plane added a Vought F4U-5 Corsair downing a NA F-51 Mustang and a Vought F4U-5 Corsair downing two Goodyear FG-1 Corsairs. So three more types of American plane are added to our list of antagonists.

References: Air Enthusiast #31, From Cuadillos to Coin, by Daniel P. Hagadorn.

**Eighth Encounter:** Saudi Arabia vs. Iran, Iran-Iraq War, 1980-1988. June 6, 1984.

When the Iranian Revolution of 1979 deposed the Shah, the subsequent upheaval seemed to signal a precipitous time for Saddam Hussein's Iraq to attack and reclaim territory lost in earlier disputes. The revolutionary Iranian regime inherited the Shah's American-equipped Imperial Iranian Air Force with its McDonnell F-4 Phantoms, Northrop F-5, and Grumman F-14 Tomcats opposed to the largely French and Soviet equipped Iraqi's. The war dragged on from September 1980 until a cease fire August 20, 1988 and did include some air battles but it remained for another antagonist to provide the circumstances for another US vs US plane encounter.

By 1984, there was a phase of the war called the "Tanker War"

in which Iraq and Iran attacked each others oil facilities and tankers, and the tankers of third parties in attempts to cripple each other economically. As tension in the area mounted, states of the Gulf were quite apprehensive and alert to intrusions by the warring parties. In this climate, two Iranian McDonnell F-4 Phantoms were said to violate the air space of Saudi Arabia (a Major financial supporter of Iraq) and with the aid of a US Air Force AWAC plane directing them, two Saudi Arabian Mc-

Donnell F-15 Eagles shot them down with missiles. This encounter happened June 6, 1984.

References: The Denver Post, June 6, 1984. Denver Post Wire Service.

Moe Weaver (SAFCH #1307), 3467 South Chester Court, Denver, CO 80231, USA.

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**The Early Birds**, International AeroPlans: Plans, 3-Views & Data. AeroPlans, 8931 Kittyhawk Ave., Los Angeles, CA 90045, USA. \$10.95 plus \$2.00 handling. Foreign: \$15.00 surface, \$17 Airmail.

AeroPlans, a publication issued at irregular intervals "as demand dictates", appears to be directed mainly to the builder of scale flying models. However, the subtitle "for the creative modeler & aviation historian" is not entirely inappropriate for most of the plans in the issue at hand are scale renderings of real a/c.

The 32 pages, 8.5 inches by 11 inches, are printed on high-gloss paper and bound between sturdy gloss covers. The articles include: "1911 Flanders Aircraft" a 2-page 3-view drawing with one insert photo. "1911 Goupy Bi-Plane" a 2-page 3-view drawing. "1916 Roland Vlb Fighter" 6 pages including 5 photos of a/c in Warsaw (I think they mean Krakow) museum, 1/48-scale 5-view drawing, and 3 pages of plans for a flying model. "Halberstadt D-I Fighter" a 2-page scale drawing with cross sections and structural detail. "1912 Albatros Taub Bi-Plane" 5 pages of scale drawings with much structural detail. "1916 Rex Stout Prototype" 3 pages with 3-view scale drawing and plans for a flying model. "1895 Lillienthal Doppeldekker Glider" 2 pages with scale drawings on 2 photos of flying model, "Polish Bleriot" one-page 3-view drawing of a/c built in Poland. "Pterosaur" one page of plans for a glider (a real "early" bird). "Solid Modeling" (one page; part 2 of a series on scratch building 1/96 scale models). Departments include "Showtime" 3 pages with 12 photos of readers models about equally divided between display and flying scale models), "Book Reviews/News" (1 page), and "Model Column" (1 page on scratch building flying scale models).

Review copy provided by SAFCH member A. C. Anson.

**Modell es Makett**, 1997/2. From Hungary comes a new (at least new to me) magazine for the modeler. If the issue at hand is typical, this magazine is for Hungarian modelers with international interests and has no particular Hungarian emphasis. The magazine is well printed with b&w and color photos excellently reproduced on glossy paper. Each feature article has a page of photos of the real thing. There are many reviews of models, decals, accessories, and books and each is illustrated by a photo of the box art, cover, decal sheet, or the brass fret as appropriate.

Articles in this issue include: Heller Mirage 2000, Tamiya Phantom, Academy B-17F, Matchbox Do 18, Tamiya Wespe, Dragon Pzbfswg III. Ausf.K, and Tamiya T-72M1.

Considering the high quality of this magazine, it is unfortunate that it cannot be recommended to anyone looking for information of Hungarian aircraft.

"Gaceta de la Aviacion #22 May 1997. Article of interest to SAFO readers are: A 2-part article written by Juan Maruri and Willian A. Wylam on the ARMA-2 'Montevideo' of 1927. This a/c, designed and manufactured in Uruguay, was the first Latin American-designed a/c to cross the Andes. Later, in an attempt to fly from Uruguay to New York, the oil pump failed over the Colombian jungles and the plane was destroyed but the crew survived. In 1932, the design evolved into the ARME-5. Two were built, the Montevideo-1 and -2.

"Aeronoticias #29 (June 1997) includes the following articles of SAFO interest: "Guerra en el Cielo de Espana" about the Spanish Civil War with photos of the Ni-52C.1, Bre.XIX, Gonzales Pazo GP-1, Potez 540, D-371/372, Fiat CR.32, He-51, I-15, Fk-51, DH Rapides. SM-81, Ro-37bis, & Ju-52. A photo of an Extra 300 of the Chilean Halcones aerobatic team. Photos of Mexican Navy Mi-8 and CASA.212 and a S-70A of the FAM. An article on the Paraguayan Consolidated Fleet Model 2 which served in the Chaco War and survives to this day. An article on the Argentine Air Force aerobatic team Escuadrilla Aguila of the 1960s (2 photos and a profile of their T-34A Mentors). Photos of the Tucanos of the Brazilian Fumaca aerobatic team during its visit to Uruguay in March 1997. Photos of 2 Argentine 'Warbirds' a Bu-131 and a Fw-44J in pre-WWII German markings (minus swastikas). Also, a photo of an ex-FAU T-6 now in the process of being restored.

"A Escala #9 (August 1997). This issue has articles on FAU F-51D Mustangs and C-47. These article contain histories, markings, 4-view drawings, profile drawings, emblems, uniforms, and kit reviews with tips for making the Uruguayan versions. If you're interest in the IPMS-Uruguay Bulletin, write to: IPMS-Uruguay, Asociacion Paysandu, Eduardo Acevedo 1120, Montevideo, Uruguay.

"IPMS-Uruguay is on the internet at: <http://www.geocities.com/CapeCanaveral/Lab/2110/>. This site contains histories, markings, and illustrations of Uruguayan a/c. They also have an e-mail address: [ipmsuy@geocities.com](mailto:ipmsuy@geocities.com). Eduardo Luzardo (SAFCH #1383), Picardia M267 S.37, 91001 Barros Blancos R.8 KM.22.500, Uruguay.

"I've come across several sources that may be of interest to SAFO readers: Lockheed Martin publishes a slick, four-color quarterly call CODE ONE. They emphasize, of course, Lockheed aircraft with an emphasis on their current models. The cover of the most current issue features a photo of a USAFF-16 in formation with a Brazilian F-5 and an A-1 AMX. In an article about (non US) NATO air forces, there are photos of the Dutch and Belgian aircraft involved in aerial ops over

Bosnia, including a great photo of three Belgian F-16s refueling from a Dutch KC-10. Dutch F-16s are also shown in a two other photos in an unrelated story. The article about a flight to Brazil by USAF F-16s includes several photos of Brazilian AT-26s (Aermacchi MB326) and a Brazilian F-5E/F. Another photo shows two F-16C/Ds in Norwegian markings and there are photos of a Pakistani F-16 and a ROK F-16. I'm on the comp list, but subscriptions are a very modest \$12.00 a year for US addresses and \$25.00 (US) for overseas readers. The address for the magazine is: CODE ONE, Lockheed Martin TAS, PO Box 748/Mail Zone 1224, Ft. Worth, TX 76101, USA.

"ZigZag Publishing, a New York City-based company, has begun distribution of a series of English and Russian language publications in the US and other areas outside of the former Soviet Union. This include 'AeroSpace Journal and Military Parade'. The magazines are expensive (\$15.00) but are beautifully produced and filled with detailed information and rarely seen photos. One issue had color photos of a Su-25, MIG-29, Su-24, An-26 and Su-27 in the colors of the Ukrainian Air Force as well as a photo of an An-32 in what appears to be a mix of civilian and military markings. Numerous photos illustrate current Russian military markings and aircraft in both operational, test and special paint schemes. Aerospace Journal also contains photos of a range of Russian-built civilian aircraft ranging from gliders to large transports and passenger aircraft, in the colors of the increasing number of regional airlines and the airlines of the now-independent republics of the former Soviet Union. The accompanying text is highly detailed and often, at least to me, revealing and the range of articles includes information about aircraft safety, historical coverage (a Russian view of Igor Sikorsky) and things like a description of the Russian Air Defense Forces museum. Information about subscriptions is available from: ZigZag Publishing, Olympic Tower East, 645 Fifth Avenue, New York, New York 10022. ZigZag is at 2127356700 (Telephone) and 2127256915 (fax).

"Finally, while probably not of interest to SAFO readers at large, my book, Last Hope: A History of Blood Chits has been published by Schiffer Publications, Inc. Unfortunately, it retails for \$49.95 but had some 200 rarely seen color photos and 240 pages of detailed text accurately reporting, for the first time, the history of blood chits and other escape and evasion devices used by US, British and other Allied (and even German) airmen. The book is available in the US and UK at most major book stores and through a number of aviation book catalogs."

Thomas Wm. McGarry (SAFCH #950), 13323 Vermeer Dr., Lake Oswego, OR 97035-1301, USA.

# PARAGUAYAN MILITARY CESSNA U.206 FLEET

Antonio Luis Sapienza

A total of 11 Cessna U.206 Stationair saw military service in Paraguay; four belonged to the Paraguayan Naval Aviation, five to the Paraguayan Air Force, and two to the Paraguayan Army Aviation. Five are still in service in 1997.

## Fuerza Aerea Paraguaya (FAP)

In 1979-80, the FAP bought a total of five U.206C/G from the local dealer for the Transport and Training Air Group (GAET). They received the following serials:

0210: U.206G, c/n 206-05365. This plane was transferred to the Special Transport Air Group (GATE) in 1988 and it is still in service in 1997.

0211: U.206G, c/n unknown. It was destroyed in an accident in 1981.

0212: U.206C, c/n 206-05497. It was transferred to the GATE in 1988 and it is still in service in 1997.

0216: U.206G, c/n 206-06175. Transferred to the GATE in 1988 and still in service in 1997.

0217: U.206G, c/n 206-06234. Transferred to the GATE in 1988 and wfu in 1989.

When delivered, they were painted in overall gloss white with a thick red cheatline along the fuselage. The serial was painted in white square numbers on the cheatline, in the rear part of the fuselage, and in black square numbers in two wing positions, upper right and below left. The Paraguayan roundel were painted in opposite positions on the wings. The Paraguayan flag colors red-white-blue were painted on the rudder, with a yellow star on the white stripe. They all kept this color scheme until they were transferred to the GATE when the thick red cheatline was substituted by two thin red stripes along the fuselage and the serial was painted in black square numbers on the vertical stabilizer. The serial and the roundels remained in the same positions on the wings. The wingtips were in red.

During their active life in the FAP, the U.206s have been used as light utility transport, and also in medevac and SAR duties.

## Aviacion Naval Paraguaya (ANP)

The ANP was the first military force in Paraguay to use the versatile Stationair. Four U.206 saw service in this small Naval Air Arm. They were acquired new directly from the factory in 1968, and the received the following serials:

Naval 130: U.206A, c/n 206-0648. Wfu in the mid-70's.

Naval 131: U.206A, c/n 206-0649. W/o in the late 70's.

Naval 132: U.206C, c/n 206-1159. Wfu in 1990.

Naval 133: U.206C, c/n 206-1223. Wfu in the mid-80's.

All four ANP's Stationairs used a red and natural metal color scheme. The serial was painted in the rear fuselage in white

letters and numbers. A tiny Paraguayan flag on a black anchor was painted in the vertical stabilizer. Black anchors were painted in the four positions on the wings. The wingtips were also painted in red.

The Naval U.206s were used as light utility transports in the ANP.

## Aviacion del Ejercito Paraguayo (AEP)

Only two U.206s were acquired for the AEP in the local civil market and they are both still in service in 1997. For some reason, the factory identification plates have been removed from these aircraft, so it is very difficult to know their c/n. They received the following serials:

TE-01-A: (TE stands for Transporte del Ejercito/Army Transport) U.206G, c/n unknown. Its previous identity was ZP-PLN. It was bought in 1977 for the Ministry of Defense. In 1997, it was re-registered as ZP-MDB and still belongs to the above mentioned ministry. It is used as VIP transport for the Secretary of Defense and top rank officers of that ministry.

TE-04: U.206G, c/n unknown. It was bought in 1989 for the First Cavalry Division. It is being used as VIP transport for top rank Cavalry officers.

Both planes have an overall gloss white color scheme with a thick red cheatline along the fuselage. They don't have roundels on the wings and the serial is only painted in white letters and numbers on the red cheatline. A tiny Paraguayan flag is painted on the vertical stabilizer.

## Acknowledgements:

The author would like to thank Capt. PAM Diego Galvan and Capt. PAM Liduvino Vielman, ex-GATE pilots for the information on the FAP U.206s. Thanks are also expressed to Capt. (Navy) PAN Osorio for the information on the ANP Stationairs and to Mr. Rosendo Lopez for the information on the Army planes.

Antonio Luis Sapienza (SAFCH #1160), PO Box 2721, Asuncion, Paraguay

## Photo Captions (All photos by the author)

(Photos are on page 74.)

a. Cessna U.206G, s/n 0210, of GATE at Nu-Guazu AFB, 1992.

b. Cessna U.206C, s/n 0212, of GATE at Nu-Guazu AFB, 1992.

c. Cessna U.206G, s/n 0216, of GATE at Asuncion International Airport, 1991.

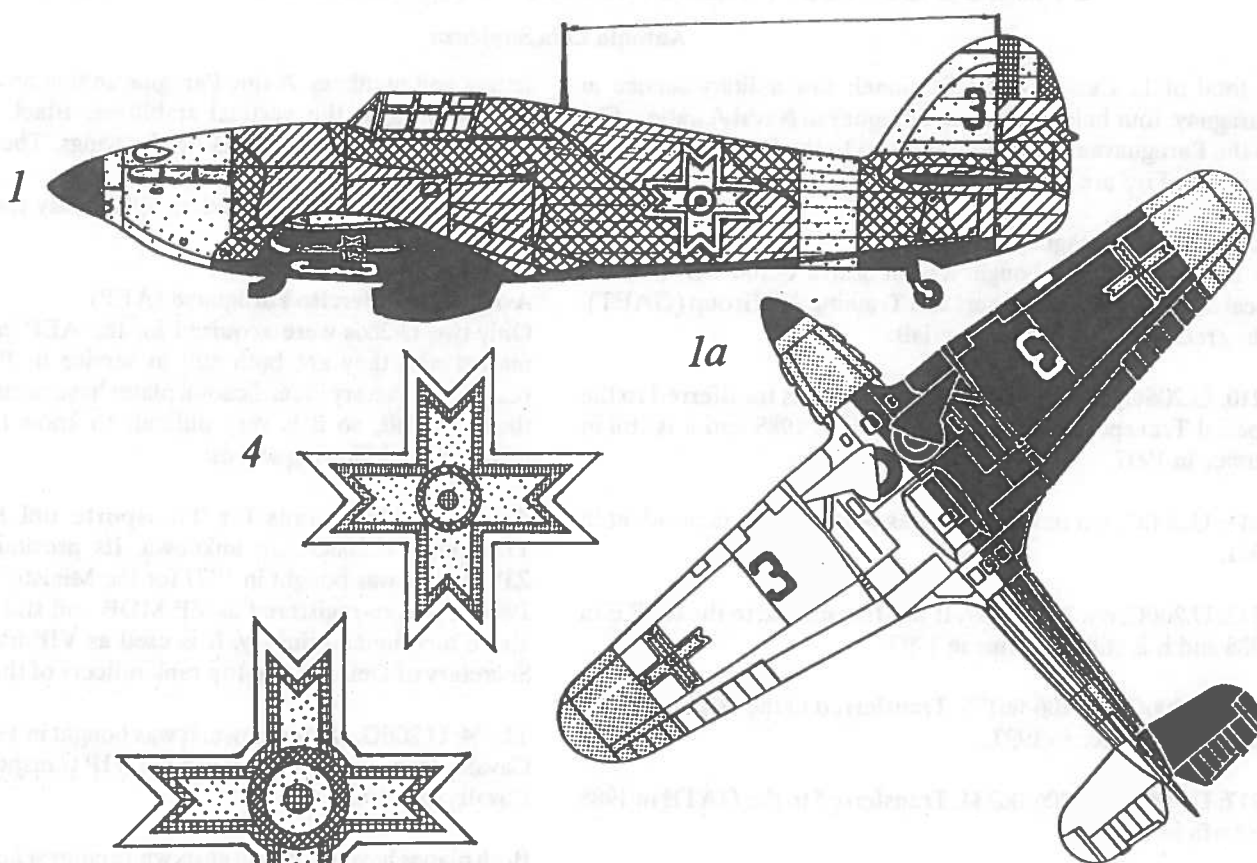
d. Cessna U.206G, s/n 0216, of GATE at Asuncion International Airport, 1991.

e. Cessna U.206G, s/n 0217, of GATE at Nu-Guazu, 1987.

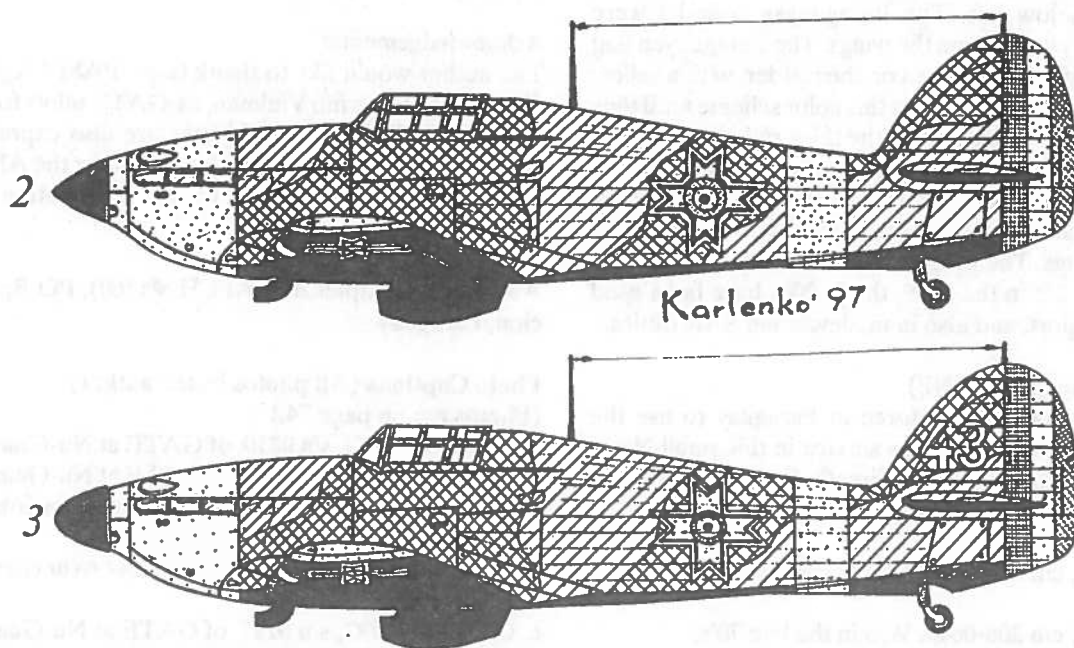
f. Cessna U.206C, s/n Naval 132, of Paraguayan Naval Aviation at Asuncion International Airport, 1989.

g. Cessna U.206G, s/n TE-01-A, of the Paraguayan Army Aviation at Asuncion International Airport 1990.

h. Cessna U.206G, s/n TE-04, of the Paraguayan Army Aviation at Asuncion International Airport 1990.




Rumanian Hurricanes





All Rumanian Hurricanes continued to carry standard RAF camouflage with Rumanian markings.

  
Dark Green

  
Dark Earth

  
Yellow

  
Red

  
Blue

  
Black



## Romanian Hurricanes.

Dmitry Karlenko

In accordance with bilateral guarantees given by Great Britain, on 14 April 1939 Romania received authorization to purchase 40 Bristol Blenheims Mk1 and 12 Hawker Hurricane Mk1. Three days before the beginning of World War Two, AVRO received contract Nr7368 for the sale of the Hurricanes which were delivered by sea March 1 1940. Initially, these Hurricanes equipped Escadrila 53 (Commander Cpt.av. E. Georgescu) of the Coastal Defence Group. However, immediately before the outbreak of war against the Soviet Union on 22 June 1941, this unit was incorporated into the 5th F.G.

On 22 June at 1200 hours, the Hurricanes escorted Romanian PZL-37 bombers of Grupul 4 Bombardement which were conducting the first bombing of Odessa. On the second day of the war, pilot adj. av. A. Codnet from Escadrila 53 became the first "Hero of the Day" when he shot down three SB-2 over Konstanca (an important Romanian port).

Unfortunately, there is little else known about the further participation of Rumanian Hurricanes of Escadrila 53 in the offensive to capture Odessa. After, Odessa fell, Escadrila 53 returned to Romania for the defence Konstanca. It is known that most of the Hurricanes lost were caused by engine troubles.

Since it was obvious that the purchase of spare parts from Britain was impossible, the Romanians contacted Croatia with the request to purchase engines and other accessories from ex-Yugoslav reserves. Germany did not give its consent, but the Romanians were allowed to acquire three Hurricanes and Blenheims. In May 1942, the IAR-80A supplemented the Hurricanes of Escadrila 53 as the latter's serviceability dropped. Escadrila 53 later converted to the Bf 109E-7 and G in 1943-44. On July 1942, the surviving three Hurricanes joined five He 112 to form a coastal defense squadron based at Mamaia on the Romanian Black Sea coast.

During the research for this article, several interesting facts were found in the Soviet military archives. The first Romanian Hurricane was shot down before the war, on 5 May 1941, when this aircraft violated the frontier of USSR. Since a Romanian fighter squadron was made up, theoretically, of twelve serviceable and three reserve aircraft, Escadrila 53 entered the war against the USSR short-handed. Interestingly, to avoid provocations, Soviet pilots had orders not to shoot down aircraft violating their frontier. Therefore, the Soviet pilot who shot down the Hurricane was to put on trial.

The second interesting fact is found in the official report of the 69 I.A.P. (Istrebitelny Aviatsonny Polk: Soviet Fighting Air

Regiment), which was providing the air defence for Odessa. Dated 12 September 1941 the report states: "10.05-11.00 ... Another enemy aircraft was shot down. There are eight machine guns in the wings. Probably a Spitfire or Hurricane. Aircraft Crashed and burned north-east of Grosllimental ...." Obviously, this report is about the Romanian Hurricane; at the beginning of the war, Soviet pilots difficulties in identifying enemy aircraft. For example, one finds in the reports of Soviet pilots many mentions of air combat with He 113!

This reports indicates that the French magazine "Le Fana de l'Aviation" 3243 was in error when it was asserted that all Romanian Hurricanes were fitted with only six machine guns.

### Drawings:

(1) Unfortunately, very few photos of Romanian Hurricanes are known. This drawing is based on the most well known and interesting photo of a Romanian Hurricane with a black 3 on the tail that appears in "Hurricane in Action" by Squadron/Signal publications.

(2) This drawings is based on a photo from above-mentioned French magazine. On this photo, the Hurricane is without tactical number, but with an unusual insignia (2a) that was used on only a few Romanian aircraft (Blenheim, Potez 33, Bf 109G).

(3) White 43. A drawing of this aircraft was printing in the Czech magazine "Letectvi + Kosmonautica" 4/1990. I have not been able to find any photographic confirmation of this drawing.

(4) Standard national insignia from May 1941 to September 1944. All Romanian Hurricane were painted in the standard RAF scheme of dark green/dark earth with black/white undersides (see drawing 1a). Full Axis identification markings were carried by all aircraft: yellow nose, lower wingtips, and bands on the fuselage. All aircraft had blue/yellow/red rudder stripes, but on drawing 1 the rudder stripes appear only on the top 1/4 of the rudder.

### References:

1. Sojvsnicy Luftwaffe, Vol. 1, Books International, Poland.
2. He 112 in Action, Squadron/Signal Publications.
3. On Three Fronts, by Mark Axworthy, Air Enthusiast, 1994.
4. Le Fana de l'Aviation, #243.
5. Letectvi + Kosmonautica, 4/1990.
6. Soviet Military Archives.

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## The Grumman Widgeon in Brazil

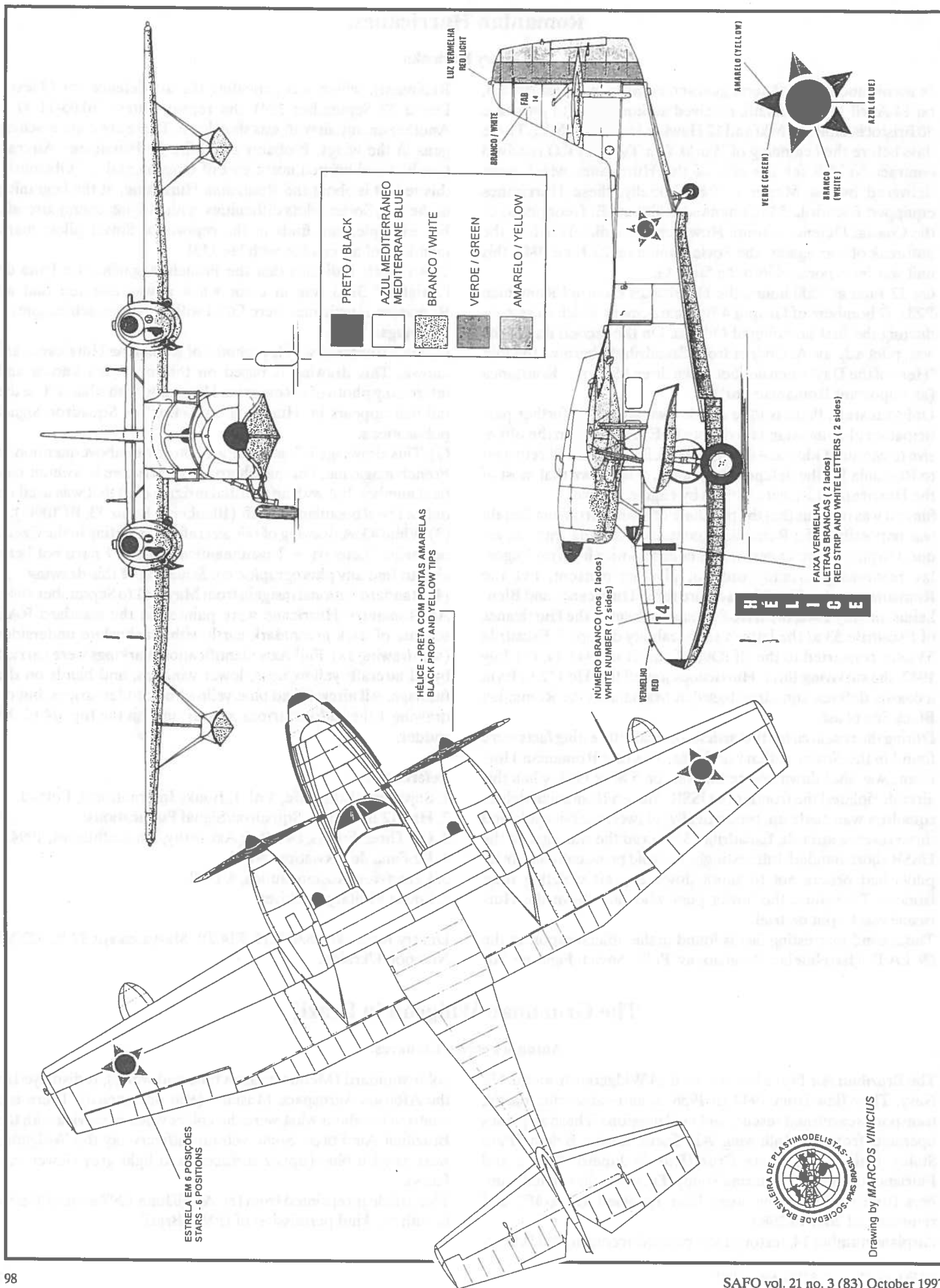
Antonio Pereira Linhares.

The Brazilian Air Force has received 14 Widgeons from the US Navy. They flew from 1942 to 1958 in anti-submarine patrol, transport, search and rescue, and mail missions. These airplanes operated from the following Air Force Bases: Belem (Para State), Galeao and Santa Cruz (Rio de Janeiro State), and Florianopolis (Santa Catarina State). They initially carried numbers from 01 to 14, but were later renamed UCA-4F2 and renumbered 2667 to 2680.

Airplane number 14, restored and painted according to US Navy

color standard (Mediterranean blue and white), is displayed in the Afonsos Aerospace Museum (Rio de Janeiro). There is a controversy about what were the colors when in service with the Brazilian Air Force. Some veteran officers say the Widgeons were grayish blue (upper surfaces) and light gray (lower surfaces).

This article is reprinted from the April/June 1997 issue of Revista with the kind permission of IPMS-Brasil.



# Serial Numbers of RF-84F in U.S. Allies Service

## Part 1

W. Yip

RF-84F Thunderflash, a photo-reconnaissance derivative of the F-84F, was developed in the late forties and the early fifties in response to USAF's need to have a high-speed photo-reconnaissance plane for the Korean War. The RF-84F had similar airframe as the F-84F but had the air intake at the wing root so that the nose section can be used to house the cameras for the photo-reconnaissance job. It has essentially similar performance as the F-84F with only slight decrease in speed. Production began in 1952 and ended in 1958 with 715 RF-84Fs built. It became operational with the USAF in March 1954 and served with SAC, TAC, USAFE, PACAF and the ANG. (Reference 17 has a good description of the operational history of RF-84F in USAF) Starting in 1956, a number of RF-84Fs were supplied to the US allies under Mutual Defence Assistance Program (MDAP) and Military Aid Program (MAP). The U.S. allies that received the Thunderflash include Royal Netherland Air Force, Royal Danish Air Force, Belgian Air Force, Royal Norwegian Air Force, French Air Force, Italian Air Force, West German Air Force, Greek Air Force, Turkish Air Force and Republic of China(Taiwan) Air Force. Of the 715 RF-84Fs built, 327 (see Note 1) were identified from the AF records to have been ordered by the U.S. for the allies funded by MDAP. They were delivered to the allied nations brand new from the factory. Additional 134 ex-USAF RF-84Fs were also supplied to these Air Forces under MAP.

Note 1: This number is different from the number of 386 published in UNITED STATES MILITARY AIRCRAFT SINCE 1909 by G. Swanborough & P. Bowers. However, this was checked against the individual aircraft record cards and was in agreement with the number in Peter Grimm's article "The Fastest Tricycle in the Air Force" published in Vol 32 No 4 of AEROSPACE HISTORIAN magazine, the number in J. P. Hoehn's article "Souvenirs de 84F" in No 101 issue of the AIR FAN magazine and the number in the article "The Last Thunderflash" in Vol 36 Number 4 (April 1989) of AIR INTERNATIONAL magazine. The 327 counts include one RF-84F that was funded for French AF but was written off before delivery.

**Royal Netherland Air Force.** Royal Netherland Air Force received 24 RF-84Fs from the U.S. between 1955 and 1958. The first 20 RF-84Fs (P-1 to P-20) were ordered by the U.S. for MDAP and were delivered brand-new from the factory to Netherland between 1955 and 1956. The last 4 (P-21 to P-24), delivered in 3/1958, were ex-USAF machines and were supplied as attrition replacement. In Royal Netherland Air Force service, these RF-84Fs were in bare metal finish with red and white strips on the rudder and a red band around the nose section. Camouflaged paint scheme was applied in 1959. USAF serial number could be found on the tail fin but was not readily visible due to its small size. They all served with No. 306 photo-reconnaissance squadron until 1963 when they were replaced by RF-104Gs. Initially, the code prefix TP was used but were changed to P in spring 1959. It appears that the pre-1959 codes were assigned based on the date the RF-84Fs were put in service while the post-1959 codes were assigned based on the delivery date from the US. After they were retired from Royal Netherland Air Force service, the surviving RF-84Fs were supplied to Greece and Turkey.

RNethAF (Pre-1959)	USAF (Post-1959)	RNethAF
TP-1	51-17001	P-1
TP-2	52-7236 (w/o 10/57) 51-1910 became TP-2 after 52-7236 w/o	P-8 (Note2)
TP-3	51-17002 (w/o 10/58) 51-1890 became TP-3 after 51-17002 w/o	P-23
TP-4	52-7242	P-12 (Note2)
TP-5	52-7284	P-21
TP-6	52-7241	P-10
TP-7	52-7233	P-11
TP-8	51-17000	P-4
TP-9	52-7243 became TP-14 after 51-11254 w/o 52-7286 became TP-9 after 52-7243 assigned TP-14	P-3
TP-10	52-7280	P-6
TP-11	52-7434	--
TP-12	52-7296 (w/o 7/58) 51-1924 became TP-12 after 52-7296 w/o	P-15
TP-13	51-16997 (w/o 6/58) 51-1909 became TP-13 after 51-16997 w/o	P-14
TP-14	51-11254 (w/o 8/57) 52-7243 became TP-14 after 51-11254 w/o	P-20
TP-15	52-7231	P-16 (Note2)
TP-16	52-7232	P-24
TP-17	52-7444	P-18 (Note2)
TP-18	52-7239	P-22
TP-19	52-7233 became TP-7 51-11253 became TP-19 after 52-7233 assigned TP-7	P-2 (Note2)
		P-13
		P-7
		P-17
		P-19
		P-9
		--
		P-5

Note2: These codes were assigned "posthumously".

R NethAF (Post-1959)	USAF	Version	Remarks
P-1	51-17001	RF-84F-21 RE	to Greece
P-2	51-11254	-16 RE	w/o 8/57
P-3	52-7233	-21 RE	to Turkey
P-4	52-7241	-21 RE	to Turkey
P-5	51-11253	-16 RE	to Greece
P-6	51-17000	-21 RE	to Turkey
P-7	52-7231	-21 RE	to Turkey
P-8	52-7236	-21 RE	w/o 10/57
P-9	52-7239	-21 RE	to Turkey
P-10	52-7242	-21 RE	to Turkey
P-11	52-7284	-26 RE	to Turkey
P-12	51-17002	-21 RE	w/o 10/58
P-13	52-7243	-21 RE	to Turkey
P-14	52-7280	-26 RE	to Turkey
P-15	52-7286	-26 RE	to Turkey
P-16	52-7296	-26 RE	w/o 7/58
P-17	52-7232	-21 RE	w/o 6/60
P-18	51-16997	-21 RE	w/o 6/58
P-19	52-7444	-31 RE	to Turkey
P-20	52-7434	-31 RE	to Turkey
P-21	51-1890	-10 RE	to Turkey
P-22	51-1909	-10 RE	w/o 4/60
P-23	51-1910	-10 RE	to Turkey
P-24	51-1924	-10 RE	to Turkey

W. Yip (SAFCH #1421), 535 Diana Place Arroyo Grande, CA 93420, USA.

**IA-58A Pucara**, by Cettolo, Mosquera, & Nunez Padin. Fuerza Aerea Argentina #3. Jorge F. Nunez Padin, Laspiur 1801, 8000 Bahia Blanca, Argentina. E-mail: marauder@satlink.com

Another absolutely delightful volume in Jorge's series on the Argentine military a/c. Readers who know this series will have to read no further before they dash off to order one from the SAFCH Sales Service. For those unfamiliar with this series, here's what you get: 40 pages, 15.5 cm by 22.5 cm (A-3 size?), printed on paper so glossy the color photos are of Kodak quality. There is one full-page color photo, 9 half-page color photos, and 10 quarter-page photos, and 3 color photos of unit insignia. Add to this 39 b&w photos, two b&w unit insignia, and a side-view drawing and you'll hardly notice that the text is in Spanish. However, even those of us who are language impaired will gain much information from chapters titled: "Historia" (3 pages), "Operaciones en Malvinas" (5 pages), "Tecnica" (2 pages), "Unidades Aereas" 2 pages including color photos of Pucaras in the markings of Uruguay, Colombia, Sri Lanka, & the RAF), and "Identificacion" (5 pages of serial and history of individual Argentine a/c).

If you're still leery of the Spanish, here's a pop quiz: "A-537 IA-58A (msn 037): Alta FMA el 16.11.79. Alta CEV el 28.12.79. Asignado al Gpo. 3 Atq. el 31.12.79. Desplegado a Malvinas el 27.05.82. Averiado el 28.05.82 durante un ataque al mando del Cap. Vila, reparado. En mision posterior, al mando Cap. Ten. Gimenez, derribo al Scout XT629/DR. Mientras retornaba a Pto. Argentino resulto destruido por impacto cantra eleaciones proximo a Bahia Aceite, provocando la muerte de su tripulante."

The first 5 orders from the SAFCH Sales Service will be shipped immediately. Later orders will have to wait for the arrival of back-ordered issues. Review issue provided by SAFCH member Jorge Nunez Padin.

**Pictorial History of the Philippine Air Force**, by Alberto Anido and Brian Austria-Tomkins. Anglo Philippine Aviation, Sheraton Skyline Hotel, Bath Road, Hayes, Middlesex UB3 5BP England. £10 post free in UK and Europe, £13 (\$21.00 US) including airmail elsewhere. E-mail: can@interplane.com. All credit cards accepted.

A few lucky SAFO readers may have Bert Anido's earlier book, "50 Years Philippine Air Force 1920-1970" which pictorially covered the various Philippine air arms from the Philippine Air Service 1921-23, Philippine Army Air Corps 1935-41, to the Philippine Air Force 1945-70. Now, Bert celebrates another 50th Anniversary with a pictorial history of the Philippine Air Force from 1947 to 1997. The new book follows the same format of the older book: mostly photos with the text limited to captions. In seventy-two, A-4 size, softbound pages, the authors assemble 260 b&w photos, 26 color photos, and 12 color side-view drawings. Coverage is rounded out with a map showing the locations of the PAF air bases, a short table listing all a/c that served in the PAF with their service dates and number acquired, and a 4-page table in small print listing more than 1000 individual PAF aircraft with s/n, c/n, tactical code, individual a/c names, and ultimate fate "where known".

Each a/c type is given a photographic coverage approximately commensurate with its importance in the PAF. For example, the Mustang gets 15 photos and the F-86 gets 16 photos, while the PBY Catalina get 2 photos and OV-10A Bronco gets 3 photos. The quality of the b&w photos generally varies

from good to excellent. However, there are few 'washed out' shots; not surprising considering the encyclopedic nature of the coverage. The size of the photos is also acceptable, ranging from a minimum of 2 on a page to a maximum of 8 on a page. The quality of the color photos is not up to "Kodak" quality with most tending to have a "bluish" tint. Considering the uniqueness of the subjects, this is nothing more than a slight inconvenience. The quality of the color side-view drawings are a great improvement over those in the older book.

Among all the interesting photos, two stand out in my mind: Two all-black T-28D devoid of all insignia except for "RAM SFP" crudely painted on the fuselage. These a/c were flown by Air Force personnel attempting a coup against the government of President Corazon Aquino. (The inscription stands for "Reform the Armed Forces - Soldiers of the Filipino People".) They were badly damaged on 01Dec89 when strafed by F-5As flown by officer loyal to the elected president. Here's a modeling subject that will stump even the most knowledgeable of your aviation friends.

This book is a must for all aviation enthusiasts who strive for even the most rudimentary library on the small air forces. Review issue provided by Brian Austria-Tomkins of Anglo Philippine Aviation.

**Supermarine Spitfire Mk.V**. Zlinek, No. 1 / Vol. IV. Nakladatelstvi Zlinek, P.S. 8, 763 14 Zlin, Czech Republic. Text in English.

Although issue #1 of Vol 4 of the Zlinek magazine series, this is really a monograph on the Spitfire Vs flown by Czechoslovak pilots in the RAF - and a wonderful monograph it is. Within its 40 A-4 size pages, printed on glossy paper and bound between sturdy gloss covers, are 5 color photos, 41 b&w photos, 10 color side-view drawings, and a color 4-view drawing; all of WWII vintage and all of a/c flown by Czechoslovak pilots. Technical illustrations include 2 pages of 1/72-scale drawings detailing the differences between the Vb and Vc, a cutaway drawing, and numerous sketches of details. At first, I was somewhat upset that 12 pages were "wasted" on a discussion of the development history of the Mk.V; hasn't this been done to death. However, my distress vanished as soon as I began reading. This is the most understandable description I have ever read on the development of an a/c type. I puzzled over this for awhile and came up with three possible explanations: (1) The somewhat awkward English forced me to read much more carefully that I would if the text were in fluent English, (2) my thought processes were compatible with those of the authors because of a racial memory of my Eastern European ancestry, or (3) the authors are darn good writers who know their subject.

This issue of Zlinek is highly recommended to anyone interested airmen from the captive nations in the RAF. It can also be recommended to anyone interested in the Spitfire (it will not duplicate information you already have) and to everyone as an example of what a good monograph should contain. Review issue provided by SAFCH member J. Stepan.

**Aviation History Colouring Book #30**, RAAF Colours, Markings & Camouflage, Updates & Oddities. Ian K. Baker, 31A Mercer Street, Queenscliff, Vic. 3225, Australia. (Also available from Aviation USK, 602 Front St., PO Box 97, Usk, WA 99180, USA.)

Fans of Ian's marvelous series please note the fol-

lowing comments by Ian: "The logistics of attempting to keep all twenty-five mini-monographs in print, along with all their color chips, as well as the booklets that followed, did not really justify the time, trouble and space. Consequently, by the time you read this 1 to 25 will probably have passed into history. So if anyone reading this decides now they should have obtained numbers 1 to 25 but never got around to it, first of all check with me, but if I can no longer help then Av-Usk may well be able to supply you with a book." Issues Ian will keep in stock are: #26 Spitfire Special, #27 Missing Links, #28 Those Eagles I, #29 Those Eagles II, and #30 Updates & Oddities. The contents of this latter are: "Markings Might-have-Beens 1" Proposed squadron markings for Demons and drawings of an actual Demon target tug; "Beaufighter Camouflage"; "More on US Paint Colours"; "RAAF Buffalo" including 3-view drawings and a new photo of USAAF Buffalo '308' [Editor's note: And, I had thought all Buffalo photos had been found and published!]; "Concerning Sky Blue"; "The Kangaroo Roundel"; "Markings Might-have-Beens 2"; and lots of photos drawings updating such a/c as the DH-9, Kittyhawk, Hudson, Dragonfly, Dakota, etc.; and two color chips. A wealth of information and fun reading.

Review copy provided by SAFCH member Ian Baker.

**La Bataille d'Angleterre: La RAF l'Emporte**, by Jose Fernansez. Batailles Aeriennes #2. Juillet/Aout/Septembre 1997. Le la Presse, 39 rue Aristide Briand, 62200, Boulogne su Mer, France. 69 FF.

This is the second, and final, part of the Batailles Aeriennes series on the Battle of Britain. Mechanically, this book is superb: 84 A-4 size pages printed on high-quality glossy paper sturdily bound between heavy gloss covers. The reproduction of the 120 photos is excellent, the 5 maps are informative, and the 20 color drawings are vibrant.

The usual subjects are covered: "Objectif Londres: du 7 au 30 septembre 1940" (20 pages), "La chasse de nuit britannique" (4 pages), "L'Allemagne renonce: du 1 octobre au 31 octobre 1940" (9 pages), and "Le Blitz: novembre/décembre 1940" (7 pages). Of particular interest are several chapters covering topics that are usually mentioned only in passing, if at all: "Ultra" (1 page), "Le systeme de guidage des bombardiers allemands" (3 pages including map) "Oberser corps" (2 pages including maps), "Les barrages de ballons" 4 pages including maps), and "L'artillerie antiaerienne britannique" (6 pages including maps).

Of particular interest to SAFO readers are the chapters on "Les italiens dans la bataille d'angleterre" (5 pages including 6 photos & 3 color side-view drawings), "Les etrangers dans la RAF" (3 pages including 8 photos and list of numbers from each country) and "Les francais dans la RAF" (4 pages including 4 photos, 2 color side-view drawings, and a list of all French airmen who participated in the Battle).

There is lots of excellent color drawings including 20 squadron badges, 15 side-views, and 5 "fiches monographiques" (Spitfire I, Bf 109, Do 17P et 17Z, He 111, & Ju 88).

Review copy provided by SAFCH member Michel Ledet of Avions.

**Modell es Makett EXTRA**. This 32-page, A-4 size, magazine-format booklet consists entirely of 102 photos of Hungarian a/c of the WWII period. Each

photo is accompanied with a short, not very informative, caption in both Hungarian and English. Unfortunately, no color information is provided. The quality of the photos is not the best with most being reproduced in low contrast. However, this weakness is more than made up for by the uniqueness of the photos; most, if not all, are new to this reviewer. The editor, George Punka, explains that the photos are from a private collection, and that the criterion of selection was not their "sharpness or artistic effect", but the information they contained. He succeeds in this goal very well.

Aircraft shown are the Bu 131, M 25 Nebulo, Avia B-534, Ar-69, FW 56, FW 58, Ju 86, Bf 110, Me 210, CR.32, CR.42, Re. 2000, Bf 109, Ju 88, Fi 156, FW 189, Ju 87, Sm 75, & Ju 52.

Don't be misled by the cover painting. While the flight of Hungarian Ju 88s attacking Soviet tanks is reminiscent of "Air Aces", this publication is recommended to anyone with a serious interest in the history or modeling of WWII Hungarian aircraft. Review copy provided by SAFCH member Peter Mujzer.

[Editor's note: A limited number of this publication is available from the SAFCH Sales Service. By the way, is anyone in a position to write an article for SAFO on the M 25 Nebulo? This a/c has been sadly neglected in English-language publications.]

"*Histoia de la Fuerza Aerea Uruguay* by Juan Maruri. Vol. 1: 295 pages (1995). Vol. 2: 349 pages (1996). Illustrated.

Although the first volume starts with the 1852 flight of a Uruguayan over Paris as a passenger in a hot-air balloon, the story of aviation in Uruguay really began in 1913 with the abortive establishment of a military air school run by French aviators. The first solo flight by a Uruguayan was accomplished by Alferez Cesaireo Barisso who, upon learning of the closure of the short-lived

school, made an unauthorized flight from Los Cerillos to a beach at Montevideo. The first volume takes the story up to 1935. The second volume covers the years from 1935 to 1945.

These two volumes, together, contain a comprehensive study of the FAU up to 1945. An American authority on Latin American aviation recently wrote to me: 'This is the best history of any Latin American air force I have ever read.' First LT(R) Maruri is now working on the third volume which will bring the story up to the present."

Eduardo Luzardo (SAFCH #1383), Picardia M267 S.37, 91001 Barros Blancos R.8 KM.22.500, Uruguay.

**U.S. Navy Fighter Squadrons in World War II**, by Barrett Tillman. 160 pages 7 inch by 10 inch. 65 b&w photos. Hardbound. Specialty Press, 11481 Kost Dam Rd., North Branch, MN 55056, USA. Phone orders accepted: 1-800-895-4585. \$22.95 plus \$4.50 for shipping and handling.

While this book has no connection with the small air forces, it is reviewed here because the subject is of interest to many SAFO readers (including this reviewer) and because Specialty Press is a good supporter of the SAFCH. This book chronicles every Navy fighter squadron that saw action in WW2. The presentations are, of necessity, a summary since a full history would require a book for each squadron. To give some idea of the coverage, here is the full text for VF-53 (one of the shorter entries in this book):

"Chronology: Established as VF-48 (Jun 44)

Redesignated VH-53 (2 Jan 45)

Deployment: Saratoga (CV-3) Jan-Mar 45 F6F-5, -5P

Combat record: 5 victories by 5 pilots. Lost 1 officer.

Air Group 53 was unique in having both

a day- and night-fighter squadron. VF-53 existed as such for less than 90 days and probably had the shortest combat career of any FitRon. First combat came on 16 February 1945 as Saratoga supported strikes on the Japanese home islands. Ensign Mort Murphy and Bob Currier splashed an unidentified fighter near the task force - the air group's only success of the day.

Next stop was Iwo Jima, where Marines went ashore on 19 February. Two days later four pilots splashed four Zekes during a dusk suicide attack, but other got through the CAP. "Sara" was mauled by five hits, forcing her out of action. She never returned to combat.

Wartime CO: Lt.Cdr. R.W. Conrad 3 Jan 45."

Twenty-five appendices list such things as Top Navy Fighter Squadrons (VF-17 with 315 victories), Top Squadrons by Aircraft Type, Total Aces by Aircraft Type (306 on F6F, 24 on F4U, 21 on FM), Highest Squadron Daily Claims (VF-80 with 72 confirmed on 16 Feb 45 over Japan), Highest Total Daily Claims (380 confirmed on 19 June 44 at the Marianas), The Aces (371), Aces in a Day, Navy Aces Killed in Action or in Flying Accidents, Selected Biographies (12 aces), and much, much more.

This is not the kind of book you'll sit down and read in one sitting - the repetitive nature of the narrative tends to numb the mind if taken in too big a dose. However, the reader who diligently pursues this book will come away with a better appreciation of the nature of the air war in the Pacific. Highly recommended for the student of the US Navy Fighter Squadrons in WW2. Review copy provided by Specialty Press.

Continued from page 79.

"In SAFO #79 you mentioned the possibility of an internet web page for SAFCH. I think this is a very good idea, and would certainly be a good way of publicizing the SAFCH. It would also be a good place for an up-to-date copy of your sales list and progress reports on various research projects.

"You may be interested to know that, during the past year, I have been working on a website of my own, called *aeroflight* (<http://www.net-link.co.uk/users/aeroflt/>). This has an increasing amount of small air forces information on it, together with features on the Beriev Be-12 and Dornier Do 335 and pointers to many other aviation related websites. All SAFCH members are invited to visit the site, and submit any comments they may have. In the very near future, I will be starting to put an updated version of my 'Squadrons of the Israeli Air Force' series on my website, together with lots of other information, to mark the 50th anniversary of the Israeli Air Force in May 1998. You might also like to know that *aeroflight* now includes a free advert for SAFO. John Hayles (SAFCH #463), 14 Meadow Garth, Beverley High Road, Hull, East Yorkshire HU6 7YJ, England.

"Thanks for your review of 'Israeli Fighter Aces'. For your collective information, the maps were actually somewhat costly, some \$400, most of which I paid out of my own pocket to a friend who is a retired government cartographer. It would have

been much more if a stranger had done them. Note that a specialist did these, not an 'artist', as the reviewer wrote. Maps do cost a lot, especially if they cover a larger area either geographically or informationally. It's like any free-lance illustration. I always feel the need for such graphics, and we appreciated your reviewer singling the maps out. Anyway, thanks again for the favorable assessment. It was a very involved project, and I am generally pleased with the results. Always room for improvement, though."

Peter Mersky (SAFCH #1335), 7320 Glenroie Ave., Norfolk, VA 23505, USA.

"Thank you very much for the review of our book, 'Aircraft of the Chaco War'. I have some additional information that should be of interest: (1) We did send four color profiles (Potez 25 A.2, Fiat CR.20bis, Curtiss Osprey, and Curtiss Hawk) to Schiffer, but they were not included in the book. (2) The idea of including the awful maps at the beginning of the book was Schiffer's, not ours. We were both disappointed to find them in our book. (3) Unfortunately, the text does have some type-setting errors that can lead to misinterpretation of some events, as some readers have already pointed out to us.

"In spite of all this, 'Aircraft of the Chaco War' is still worth having since nobody else has published a serious study of this conflict and some huge historical errors have been repeated over and over in many articles. This deserves an article itself to clarify all the mistakes."

Antonio Luis Sapienza (SAFCH #1160), PO Box 2721, Asuncion 1209, Paraguay.

"A few words about new aircraft in service with the Uruguayan military: On 14 July 1997, six Westland HC2 MkII Wessex helicopters, acquired from the RAF at a bargain price, arrived in Montevideo harbor. These ex 28 Squadron (Hong Kong) machines will serve with Escuadron Aerea No.5 (Helicopteros) of the FAN based at Air Force Base No.1, an annex of Carrasco International Airport near Montevideo. The Navy is also interested in obtaining six more Wessexes from another RAF squadron.

"The Cessna 206H is the winner of a FAU competition for a liaison aircraft; ten will be acquired next year along with two Beech Barons. Next year there will be a competition for a new primary trainer for the FAU's Air School (EMA) based at Pando. Currently, the EMA operates T-41D and T-34A and B; the former are ex-USN and ex-Spanish Ejercito del Aire machines."

Eduardo Luzardo (SAFCH #1383), Picardia M267 S.37, 91001 Barros Blancos R.8 KM.22.500, Uruguay.

"I've received several sets of photos and information from my request for 'Planes on Poles', including some great photos from a member/reader in Germany. They will really enhance the book.

Thomas Wm. McGarry (SAFCH #950), 13323 Vermeer Dr., Lake Oswego, OR 97035-1301, USA.



**Fokker T-V, 1/72-scale vacuform kit with injection-molded parts. AV-2021. Aviation USK, 602 Front St., Box 97, Usk, WA 99180, USA. \$40.00 plus postage.**

There have been few important aircraft companies, whose aircraft served in WWII, that have been as badly neglected as the Fokker company. Therefore, it is with great enthusiasm that the SAFCH welcomes the latest release from Aviation Usk: the Fokker T-V, a twin-engine, monoplane bomber which had a short, but violent, combat career in the defense of Holland in 1940.

Safely packed in a large, sturdy box are two sheets of thick white styrene containing the fuselage, wings, and engine nacelles. These parts are nicely molded with finely engraved panel lines and subtle fabric detail on the rear half of the fuselage. Fuselage bulkheads and floors are also provided on these sheets. Two "spiders" of light-grey, injected-molded styrene provide the smaller parts including the horizontal and twin vertical tails, the engine cowlings, engines (half profile), propellers, seats, machine guns, landing gear struts, wheels, etc. These moldings are flash free with good surface detail. A small sheet of clear styrene provides the transparencies for the cockpit, nose and tail turrets, and the fuselage windows; these parts are clear with concise frame definition. A small brass fret provides the instrument panels, engine fronts, and other small parts. A photo transparency provides the instrument faces.

The 8-page instructions proved a brief history, technical specifications, diagrams identify the parts, exploded construction diagrams, small top and bottom plan views, and 1/72-scale front view. The construction diagrams do not carry the model to completion. Missing is the usual drawing of the under belly of the assembled model showing the landing gear struts and tail bracing struts. It appears that Usk ran out of space, but if so, why didn't they move the list of Usk kits to the bottom of the box and put the final construction diagram in its place? Another small quibble is that no template is provided for wing spars, for these will be required to achieve the proper dihedral.

Drawing are provided for three color schemes: (1) The prototype, black '850', painted aluminum overall with Dutch roundels, and (2) black '856' in a tan, dark green, and dark brown camouflage scheme (port, starboard, and top views) with either roundels (pre October 1939) or orange triangles (post October 1939). FS595 equivalents are given for all colors. The large decal sheet provides the markings for these three aircraft, plus enough extra white number to make the T-V of your choice. One potential problem is that decals for the orange rudder are provided only for the outside surfaces; the cover painting shows both surfaces of both rudder painted orange. Painting the rudders orange won't help much because you'll still have to add the black outlines - a ticklish job at best. Aviation Usk has produced a fine kit of a much-wanted subject. Review copy provided by Aviation Usk.

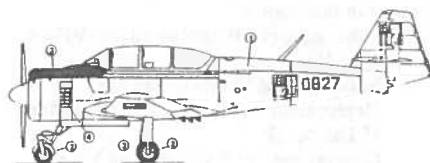
**TS-8 Bies**, 1/48-scale vacuform kit with injection-molded parts. Broplan MS-50. Janusz Brozek, ul. Pilotow 10G/33. 80-460 Gdansk. Poland.

SAFCH member, Janusz Brozek, must be one of the most prolific manufacturer of vacuform kits around; every six months he comes up with another covey of kits. The representative of 1/48 scale in his newest batch is the TS-8 Bies, an attractive, Polish-designed piston-engine trainer from the 1950s.

The main parts, molded on two sheets of white styrene are among the best to come from the Brozek stable; the engraved panel lines are crisp and straight and the detail on the control surface is superb. The lower surface of the wing is molded in one piece simplifying construction and ensuring proper dihedral. The cockpit, consisting of 20+ parts is well detailed, and lacks only decals for the instrument and side panels. Two small sprues of injection-molded parts provide the landing gear struts, propeller blades, exhaust stacks, etc. The nose wheel alone has 4 parts. The vacuformed canopy is well molded with finely engraved frames, but the plastic lacks clarity; hopefully, a coat of Johnson's floor polish will clear things.

The instructions consist of the usual exploded construction diagram which has to be studied carefully since there are so many parts. An insert, showing a longitudinal cross section of the fuselage, greatly helps in determining the position of the parts. An excellent 3-view diagram shows the simple color scheme (aluminum overall) and placement of the Polish insignia. The small decal sheets provides 6 Polish chessboards and red numbers.

This is Broplan's finest 1/48-scale kit yet, and one that will make an excellent kit "right from the box". With a little work on the cockpit area, it could be a knockout. Review kit provided by Broplan.



**Farman F.68BN4 Goliath**, 1/72-scale vacuform kit with injection-molded parts. Broplan MS-51. Janusz Brozek, ul. Pilotow 10G/33, 80-460 Gdansk, Poland.

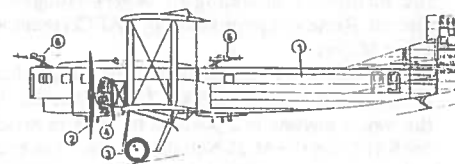
Kits of twin-engine, biplane bombers are not exactly thick upon the ground, and if its an aircraft from the 1920s with a Polish connection, modelers of the esoteric will take notice. The Farman Goliath, with its equal-span, unstaggered rectangular wings (36 scale cm), angular fuselage (ugly as only the French could do), uncomely trousered landing gear, and totally exposed engines will challenge the ability of any modeler. Displayed alongside a Zubr, Los, and Fokker F.VII/3m, it would complete a nice display of all operational multi-engined Polish bombers.

The Broplan kit is molded on 5 sheets of white styrene; the parts are superbly molded with excellent fabric representation on all flying surfaces and fuselage. The interior detail is rather spare consisting only of a floorboard, two seats, instrument panel (sans instruments), and control columns for the pilot's office. While the modeler may want to add more detail, especially in the two gun positions, reference material will be hard to find. Two sprues of injection-molded styrene provide all the small parts including wheels, struts, engines, propellers, machine guns, etc. All these parts are well molded so there should be no need to raid the spare-parts locker. However, because of their exposed position, the engines will need detailing both on front and back; perhaps the AeroClub version would be a better starting point. (The Broplan Jupiter would be just fine in a more cowled application.) The landing gear on most aircraft of this era are a nightmare to construct; not the Farman - just a barn

door on each side with dual wheels protruding from the bottom. This has to be the unattractive landing gear ever designed. A sheet of vacuformed clear plastic provides the windscreen and fuselage windows.

The instruction sheet provides the usual self-explanatory exploded construction diagram and excellent 3-view diagram. The decal sheet provides 4 huge Polish chessboards for the wings, the chessboards and inscriptions for the rudder, and the tactical number 'P9'.

Broplan's Polish Goliath is a kit that will excite and challenge any adventuresome modeler. With a little work on the interior and patience with the rigging, a model should emerge that will take pride-of-place in any collection of inter-war aircraft. Review copy provided by Broplan.

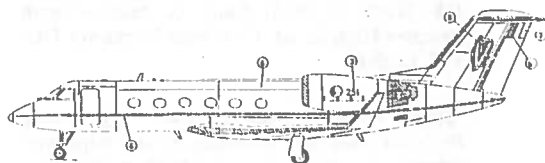


**Gulfstream G-IV**, 1/72-scale vacuform kit with injection-molded parts. Broplan MS-55. Janusz Brozek, ul. Pilotow 10G/33, 80-460 Gdansk, Poland.

Broplan's next release is also a big aircraft requiring 5 sheets of styrene. However, compared to the Farman Goliath, the Grumman Gulfstream is on the opposite end of the scale of pulchritude - a sleek, swept-winged beauty.

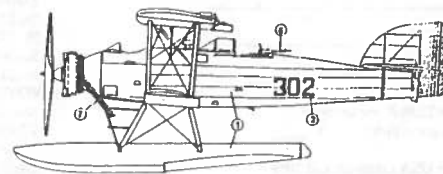
The vacuformed parts are sharply molded with fine inscribed panel lines. Molding-machine limitations required that the fuselage be molded in two parts (front and rear), but the molded-in plug should minimize any alignment difficulties. The wing construction is well engineered with a lower center section and full-span upper surfaces to set the dihedral. Interior detail is provided only for the pilot's office, but little of this will be seen through the small windows. Two injection-molded sprues provide the wheels, landing gear struts, winglets, and few other small parts. The vacuformed cockpit canopy, fuselage windows, and landing-light covers are clear and undistorted.

The instructions contain the usual self-explanatory exploded diagram and excellent 3-view drawings showing two color schemes: (1) all white Irish Air Corps '251' and (2) dark gray/light gray (FS595 equivalent noted) Swedish Air Force '021'. No decals are provided with the kit, but markings for the Irish aircraft will appear on Max Decals 72-004 which should be available by the time you read this. The Broplan kit of the Gulfstream is recommended to anyone wishing to add modern jet-engined transport aircraft to his/her collection of small-air-force subjects. Review copy provided by Broplan.



**Hover MF-11**, 1/72-scale vacuform kit with injection-molded parts. **Broplan MS-55**. Janusz Brozek, ul. Pilotow 10G/33, 80-460 Gdansk, Poland. Broplan's latest release is a real treat for the modeler of WWII aircraft of the small air forces. The **Hover MF-11**, a 3-seat, twin-float, biplane, saw service in both Norway and Finland. With a wing span of 22 scale cm, this aircraft seems small only in comparison of the two giants reviewed above. It requires only two sheets of white styrene (plus a smaller sheet for the floats). Again, the parts are well molded with realistic fabric detail. The engineers is even better than on previous kits with the top and bottom surfaces of the upper wing in one piece so the dihedral is built in, and with the bottom surface of the lower wing in one piece

allowing a strong bond to the fuselage and ensuring the correct dihedral. Interior detail is confined to the pilot's office; if you want detail in the gunners compartment, you'll either have to find a reference or "wing" it. The injection-molded small parts are excellent, but the Panther engine looks a little anemic and you may want to replace it with an AeroClub item. The float struts are provided as separate items and will be a "bear" to assembly. The vacuformed clear parts consist of windscreens for the pilot and gunner and a small fuselage window. The instruction sheet provides the usual exploded construction diagram and an excellent 3-view drawing of Norwegian Air Force '302'. Unfortunately, there are no decals, but the Norwegian wing and rudder stripes can easily be made from solid decal

[illegible]

**Irish Air Corps 1922-1997, 1/48-scale decals.** Max Decals 48-001. Joe Maxwell, 67 Skreen Road; Navan Road, Dublin 7, Ireland. £5.

This latest decal sheet (15 cm by 21 cm) from Joe Maxwell is his first in 1/48 scale. It provides numbers, unit insignia, and national insignia for Seafire III, Hurricane IIc, Gladiator, Lysander, Hind, Chipmunk, Cessna 172, Puma (1/32), Bristol F2B, Avro 626, Avro 504K, DH 60 Moth, Walrus, and Vampire T55. Not enough national insignia are provided on this sheet to build all these aircraft; two sheets would be sufficient to do this. The 8-page instruction sheet provides color information and drawings of all these aircraft. These drawings appear to be identical to those supplied with Max Decal's 1/72 sheets. The decals, printed by Propagteam, are superbly printed with dense colors in perfect register.

The modeler of the aircraft of the small air forces in 1/48 scale has not, in the past, been well served by the decals manufacturer. Now, thanks to Max Decals, they should have no trouble adding some attractive Irish aircraft to their collections. Review copy provided by SAFCH member Joe Maxwell.

adventurous. Who could have predicted that one day, Brazil would produce high quality decals for their own aircraft?

These sheets (15 cm by 21 cm), are well researched and superbly printed in vibrant color and perfect register. They're printed Brazil, not the Czech Republic by 'you know who'. Topic on these 1/48-scale sheets are: 48-01 P-36S, P-47D, P-40N, F-5E, & Mirage III. 48-02 P-40E, P-40K, P-40M, A-26C, EMB-326, & UH-1 Esquilo. 48-03 A-20K, B-26B, F-5E 'Pampa', and UH-50 Esquilo.

Each sheet contains all the markings needed to do all the listed aircraft. Besides national insignia of various kinds, these sheets contain fin flashes, colorful unit insignia, tactical numbers, 'Marinha' and 'Força Aerea Brasileira' inscriptions, s/n's, 'nao pise' markings, etc. In other words everything needed to completely finish all the aircraft.

The 4-page instruction sheets include side-view drawings (and top-view drawings where necessary) for all aircraft, FS595 equivalents for all colors, and recommended kits. Review copies provided by Sergio Luis dos Santos

**Royal Swedish Air Force Markings around 1926, 1/72-scale decals. Specialtryck Decals.**  
This 15 cm by 21 cm sheet provides various sizes of the Swedish national insignia from around 1926 when the insignia consisted of three black crowns on a white disk. Also provided (almost half the sheet) are black numbers of the style prevalent at that time.  
An excellent sheet that should be useful in finishing your Broplan Heinkel monoplane seaplanes.  
Review copy provided by Ted Burnett.

**The Royal Thai Air Force, 1/72- and 1/48 scale decals. AX72-003 and AX48-004. Axis Decals.**  
This is a short review because all I have are the decals and not the instruction sheet. These small (10 cm by 14 cm) sheets provide the "running elephant" insignia for Thai AF Ki-43, Ki-27, Ki-55, & Hawk III. No aircraft numbers or unit insignia are provided. A longer review will follow as soon as I receive the instruction sheet. In the meantime, you might want to reserve one from yourself: See the SAFCH Sales List for the price of these decals and for Axis Decal's decals for the Manchukuo AF.

**Irish Air Corps Wing Stripes, 1/72- 1/48-scale decals.** Max Decals 72-003/48-002. Joe Maxwell, 67 Skreen Road, Navan Road, Dublin 7, Ireland. £3. This combined sheet (15 by 21 cm) consists almost entirely for the green/white/orange stripes used on Irish Air Corps aircraft up to the mid fifties. It complements both 72-02 and 48-01. It also includes additional white serial letter in 1/72 scale for the Avro 504K, Martinsyde Buzzard, Bristol F2B, and Avro Anson, decals that were not included on the other 1/72-scale kits. The 2-page instruction sheet provides general information and drawings for the four aircraft mentioned above.  
Review copy provided by Joe Maxwell.

**Aviacao Militar Brasileira, 1/72-scale decals.** FCM Decals. 72-01 and 72-02. E-mail: fcmdecals@virtual.com.br.

These sheets (15 cm by 21 cm) are the 1/72-scale counterparts of the sheets mentioned above, and all the comments made there apply for these sheets; only the content if different: 72-01 P-36A, P-47D, P-40N, Pilatus, F-5E, Mirage III, & A-1 (AMX). 72-02 P-40E, P-40K, P-40M, A-26C, EMB-326, HS-125, & KC-137. 72-03 A-20K, B-26B, F-5E "Pampa", T-27 Tucano, Tracker, Lynx, & Super Puma.

Review copies provided by Sergio Luis dos Santos

**Austrian Air Force, 1/72-scale decals.** IPMS-Austria, Nordmannngasse 11-13/4/6, A-1210 Wien, Austria. 80 ATS plus 20 ATS surface or 25 ATS air. Payment by IMO.

These 15 cm by 21 cm sheets are produced for IPMS-Austria by Propagteam of the Czech Republic, so you will not be surprised that the subjects are meticulously researched and the decals are printed in perfect register with even the smallest letters readable. All national insignia and other markings are provided to model the following aircraft: Saab J 29F, Cessna L-19, Alouette III, Pilatus PC-7, Fouga Magister, Yakovlev Yak-11, and Bell H-13H/AB-47G2. For each aircraft, sufficient extra serial and aircraft numbers are provided to build any one of number individual aircraft, e.g. 20 different J 29. Review copy provided by IPMS-Austria.

**Insignias, Letreros y Matriculas F.A.M. y Armada de Mexico (1a.parte), 1/48-scale decals. Necomisa.** These 13 cm by 25 cm sheets, printed in Mexico, are well printed. Unfortunately, they are not numbered so I will assign them arbitrary numbers:

(1) About a third of the sheet consists of Mexican national insignia with the inner green triangle printed separately to avoid registration problems. Another third of the sheet consists of solid red, green, and white decals to make Mexican rudder stripes. The remainder of the sheet contains 'Fuerza Aerea Mexicana' and 'Armada de Mexico' black inscriptions in various sizes along with a black serial(?) numbers, e.g. 'B-05', 'MB-05', '4501', '5724'. Unfortunately, there is no instruction sheet.

(2) This sheet consists entirely of black numbers (both solid and stencil style) and the inscriptions 'Fuerza Aerea Mexicana' and 'U.S. Air Force' in various sizes.

(3) The same as (2) but in white.  
(4) Ferronales de Mexico Locomotoras Diesel Esquema 1987" This sheet provides orange and black numbers and other markings for Mexican locomotives.  
Review copies were supplied by SAFCH member Santiago A. Flores, PO Box 430910, San Ysidro, CA 92143, USA. He has these sheets for sale at \$6.00 each including postage.

Next releases: MAX 7201 Irish Air Corps 75th Anniversary plus International Alouette III's. Gulfstream GIV markings will also be included on this sheet. MAX 7205 International Fouga Magisters plus Casa CN 235's. Some other unusual markings will be included on these sheets including civilian S-61N's.

**Aviacao Militar Brasileira**, 1/48-scale decals. FCM Decals. 48-01, 48-02, and 48-03. E-mail: fcmdecals@virtual.com.br.

One of the first small-air-force model I made, over 20 years ago, was a 1/72-scale Revell P-47D I finished in Brazilian markings (ABT decals if I remember). At that time, nobody did models of small-air-force subjects, so I thought I was pretty



**a**



**b**



**c**



**d**



**e**



**f**



**a**



**b**



**c**



**d**



**e**



**f**